NEWS OF THE FAR EAST

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HONGKONG, SATURDAY, FEBRUARY 8TH, 1908.

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ALEXANDRA BUILDINGS Hongkong, 27th January, 1908.

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All letters for publication should be written on ens side of the paper only.

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Hongkone Office: 10a, Des Voix. Boad C LOTION OFFICH: 131. FLUST STREET, E.C.

Honokone, FEBRUARY STR, 1908.

THE railway question simply bristles with different points of view, none of which can well be ignored. Unfortunately, few of us can claim competence to discuss them all. every detail, without cheeseparing, is very When estimates are submitted for a railway gratifying; it would be still more so ifin a new country, it is nothing new to find could feel certain that His Excellency is in them being exceeded. It is only to be exa position to make the deed as good as his good will; but as we have tried to show . pected. But when they happen to be so his protestations, in the circumstances, cangreatly exceeded as is the case with those first submitted for our short line, enquiry pot be expected to carry very much more is as proper as it is natural. No amount weight than those of our representatives of official palliation can abolish the con- who have voiced the public unensiness. clusion that the estimates in this case must have been arrived at mainly by a process of guess work. Even then the trouble is Ramos cinematograph produced \$100.50 for the Society of St. Vincent de Paul. not all stated. Should the expenditure have swollen to the dimensions it has? Very few men can see why such a she line Milk-Carriers Musical Association has been should cost so much. One popular so tion started to train members to call "Milk-oh! does not lead itself to much argument. A in dulest tones, as well as to hold smoking shrug of the shoulders, the three words concerts. "Crown Agents again," and the answer is Before Mr. H. H. J. Gemperts at the Police obvious to most men. Then there comes Court yesterday a Chinese woman was fined the extraordinary variety of opinion as to \$15, with the alternative of one month's the best alignment, by the admittedly imprisonment for damping the dead body of a competent engineers. A battle of routes, in which the anateur surveyor is sometimes less disinterested than dogmatic, has been spared us, but in its place we have had a chopping and changing by men we can trust to be at once competent and disinterested, did a little 'opping." At the Legislative Council on Thursday, His Excellency was obliged to point this out, and at the same time ingeniously explained the reasons, which by the non-His Excellency also reminded the council. he took in helping to suppress the Fenian Reld improvement in the relations between the two lors that the line was demanded practically in Canada in 1866.

The growth of Los Angeles is the wonder of respective of its cost or earnings. Those the century. In 1890 the city of Los Angeles were not his words, but the broad effect had a population of 50,375. In 1900 she had them. The line had to be, to preserve the reached the 100,000, mark. To-day Los Augeles predominance of Hongkong, by making has a population of close on to 290,000. the terminus of the great trunk line that will eventually connect the north and south of China. Yet it almost seems clear from His Excellency's remarks that this aspect was temporarily lost sight of when the

first estimates (totalling only five million

dollars) were published. The single bridges

and so forth were projected as if for a

merely local line. However that may be,

and while there should be no niggardly

momentous undertaking, which is moreover

carping over fractional expenses in such a

generally regarded as a vital issue for this

Colony, there is a difference between

legitimate and unfor seen augmentations

was, we suppose, a suspicion, or at least

a fear, of the latter that prompted the

anxious enquiries that led to His Excellency

making the full statement on railway affairs

appearing in our issue of yesterday. Much

emphasis was placed on the statement that

the Colony that pays the piper has retained

control of all important factors, but how

as limiting the expenditure goes, is quite

enally discovered. It was the secretary of

State for the Colonies who decide I that the

line-should be constructed on the depart-

a correspondent recently pointed out in our

columns, quoting Mulaysian experiences,

this alone makes the local control ineffective

in the all-important matter of cost. Estimate

or no estimates, the ultimate outgo thus

Excellency admitted that the system allows

of very little local control over the consult-

ing engineers, and even if it did, those emi-

nent gentlemen are usually in a position to

lead all but the most cautious and thrifty

clients by the nose. Under the Crown

Agent system extensive purchases of ma-

terial take place on what may be dubbed the

economies otherwise possible lost sight of

inflated. It means that a demand artificially

strengthened makes artificial prices. Several

months ago we printed a query as to the

cost of rails that has never been answered.

yet it should not have been difficult to as-

certain the difference between the cost of

rails to this line and the quotation for

the same rails to the Kwangtung com-

pany, which buys without the expensive

assistance of that feudal corporation known

been misinformed, and we do not believe

startling difference to the disadvantage of

this line. It is interesting and instruct-

ive at the same time to note that the only

estimates that have not had to be materially

modified are those submitted by the Director

of Public Works, who, of course, possesses

perience that no employee of the Crown

Agents can claim. The valuable interven-

tion of the same local offical in the matter

of-purchasing marine lots was also grate-

fully acknowledged by His Excellency, whose

last estimate of the total cost to the Colony

(exclusive of workshops) wirks out

utmost endeavours to insure economy

nearly \$450,000 per mile (\$447,727,75). Hi

Excellency's assurance that he will use his

A benefit exhibition of Messrs, Ramos Y

child in Water Street, West Point.

fifty-nine years of his life in idleness. "That

is not true," retorted the man, in tones of the

we have, such a comparison would show

"tied-house" principle; not only are large

becomes as uncertain in amount as that of

man who forwards a cheque signed

with the amount and date unfilled in.

mental system, by the Crown Agents.

worthless this local control really is, so

At Bracelano some interesting experiments are being carried out by the Italian Government. by means of wireless telegraphy installations in war balloons. The total weight of the receiving and transmitting apparatus is just under licut. and the necessary current is generated by a services rendered in connection with Trade and 4-b.p. motor, which allows messages to be sont for about sixty miles.

peaking at the dinner of the Old Neuenheimers' Society, Mr. R. Northcott said that the German Emperor siways held a high opinion of Cecil Rhodes. "I wish you were a German," he once said to Rhodes, " for I would appoint you director of my foreign affairs." "That," replied Rhodes, "is a great compliment, sir, but I respectfully assure you that of cost, and preventible extravagance. It if you had been an Englishman I should have

At Volbook - a little place near Munster Germany, one of the notable figures has been for several-years the water doctor, a peasant named Josef Garthaus. His "practice" is sy great, says a Frankfurt paper, that he will sepatients on three-days-in the week-only. The "doctor" was recently summoned before the tax officers, to whon he had never made a statement as to his income. Even before that body he would make no statement, and paid the tax on the anthorities' estimate of 14,000 marks. i come a year.

An old woman in Orkney was noted for selling whisky on the sly. Her house was a few miles from the town, and the excise officers had often tried, but in vain, to get her couvicted. young officer was appointed to the place, who said on being told about her, that he would soon secure her conviction. Early one morning he left home and arrived at the old woman's house at seven o'clock. Walking in, he saw no one Noticing a bell on the table, he rang it. The old woman appeared, and he asked for a glass of milk. After a little he rang again, and the old woman, appeared. He asked if she had any whisky, "Aye, sir," she said, "we sye have some in the bottle." setting it down before him. Then, thanking her, he laid down a sovereign, which she took and walked out. After helping himself he rang and asked for the change. "Change, sir ?" sai I the old woman, "There's mae change. We hae nae licence. Fat we gie we gie in presents; fat we tak we tak in presents, so good day, sir." The excise man left the house a sadder but wiser personage.

-By kind permission of Lieut. Col. W. Scott but prices are apt to be unreasonably. Monorieff and officers, the band of the Third Battalion "The Duke of Cambridge's Own (Middlesex Regiment) will play the following programme of music, during dinner at the Hongkong Hotel, this (Saturday) evening :-March "Advance Guard," ....... Hume/ Valse "Künstler leben," ...... Strauss " Light Cavalry,"..... Suppe (a) Two Step ... "Cherries,"..... Cremieux D) New Dance "Pilou Pilou,"..... Clerice Selection...... "Dorothy," ...... Celliars Polka ...... Leopoldstädter, Strause Regimental Marches.

God save the King. DINNER MENU-Hors-D'Œdvres-Olive Farcies. Soup-Clear Royal, Fish-Boiled Fish and Anchovy Sauce. Entrées-Veal Cutlets an i Green Peas, Stewed Sheep's Head and Mushrooms, Lobster Patties. Curry-Malay. Joints, &c .-Roast Lamb and Mint Sauce, Ecast Capon and Sausage, Boiled York Ham and Champagne Sauce, Cold Corned Brisket of Beef and Beetroot Salad (H. Garden). Sweet -- Baked Chestnut Custard Pudding, Apricot Ico Cream and Finger Cakes, Treacle Tart. Tipsy Cake. Dessert-Coffeethe indispensable local knowledge and ex-

God bless the Prince of Wales.

At a meeting of the Special Committee of the Federation of Masters Cotton Spinners Association, appointed to deal with the ring spinning question, the following resolution was unanimously adopted: "That in view of the fact that firms owning 96 per cent, of the spindles in the Federation are prepared to support the committee by closing their mills, it is hereby decided to call upon all firms in the Federation to give their workpeople one week's notice on the making-up day in the week ending January 18,19 8, of their intention to close their mills until further notice." In a circular issued to the five hundred firms in the Federation the committee notify this resolution, and add that in dealing with this question it is not intended to put the penalty clause into operation, but that the committee is confidently relying on the honour and loyalty of every firm in the Federa! tion. The effect of the decision regarding the penalty clause is that firms will not be at liberty to continue running on payment of special levies, and a general adoption of the lock-out proposals is now practically assured.

With reference to the reports which have The Earlsfield, Southfields, and Wandsworth been current in diplomatic circles regarding the retirement of Sir Frank Lascelles, it is understood in Berlin that the Ambassador's appointment automatically expires in October, and ishardly likely to be renewed. Sir Frank Lascelles was accredited to Berlin for five years in 1896, and his appointment was renewed in 1901 till 1906, and was then extended for a period of two years. Sir Frank went to Berlin of everything being attributed to Michel at the end of 1895, just before the famous "Krüger telegram" incident. He is extremely popular with the Emperor and all circles he has A man who appeared at the Willesden Police come in contact with, and his departure will be Court was said by a constable to have spent the universally regretted. During his tenure of the Berlin Embassy Anglo-German relations deepest indignation. "I have worked. I once have been subject at times to the severest strain. The improvement which culminated in the The War office is nothing if not impetuous. | Emperor's recent visit is in Berlin attributed Mr. P. Bryan, of Exmouth, who was a corporal in a great measure to his Excellency's eminent. in the 4th Battalion of the Rifle Brigade, and tact and foresight, and he will leave holds a medal and clasp for the Afghan war, successor a post the difficulties of which have expert must be accepted without demur, has just received a medal and clasp for the part been appreciably diminished by the present countries.

M. Edouard Fetis, of Brussels, who has just entered his 97th year, is the oldest musical eritic in the world. For more than 75 years be has been chief musical critic of the "Independance Belge." He still regularly attends the

opera and writes for his paper.

Mr. Francisco Tse Yat has just had conferred apon him by His Majesty, the Emperor France Joseph I of Austria, the Order of the "Golden Cross of Merit with the Crown," for meritorious Commerce in the Far East, Mr. Francisco Tse Yat is one of our most prominent Chinese business men, and has been associated with the for Austrian Lloyd Steam Ship Company, for upward of thirty years. He has also been closely connected with the Hamburg Amerika Linie, the Navigazione Generale Italiana line: and other companies in this Celony, and as General Manager of Wing Kee & Co. has undertaken the work of coaling all the ships of His Majesty's Fleet in Hongkong Harbour. during the past ten years. We are told this is the first instance of a Chinese merchant receiving a decoration from the Emperor of Austria.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

At the City Hell last night the Scottish Masonic Quadrille Association held another of the enjoyable monthly dances to which more interest attached than usual by reason of the fact that the brothron appeared in regalia, thus heightening the spectacular effect which was particularly noticeable in the square dancer. where the blending of colour was very effective. I here was even a larger attendance than informer dancer, and, as before, another success Paris. has to be recorded. As usual, the energetic secretary, Mr. J. J. Blake, had made adequate arrangements, being well supported by the capable dance committee, 'As M's. C., Mesers, McLeod and Sibbit discharged their duties to the satisfaction of all concerned, and Machado's String Band provided excellent music. Nothing was neglected that forethought could provide to make the evening a success, and from the time dancing started-shortly after nine o'clockuntil the early morning hours, "all went merry as a marriage bell." It is time that local participants in the "Lancers" should know it is no longer fashionable in the best circles to romp through the figures, so expands of graceful and stately movement

LOCAL SPORT.

CRICKET.

CIVIL SERVICE W. HONGKONG. .The following will represent the Civil Service ground, at 2.15 p.m. sharp to-day :- Hon. Dr. Atkinson, H. T. Jackmin (Capt.), P. Lamble, F. A. Biden, R. O. Hutchison, R. Witchell, L. E. Brett, P. R. Adams, A. Pile E. W. Dawson and A. N.-Other, Umpire, Mr. W. H. Woolley.

CRAIGENGOWER P. TECHONALISTO Thing may be not see - week groups at day at 2.15 p.m. on the Naval ground. The following will represent the Craigengower Club:-L. E. Lammert (Capt.), R. Basa, A. O. Brawn H. L. Manderson, G. A. Hancock, G. Evans, E. Irving, E. Pestonji, L. A. Rose, J. D. Kinnsird and De. F. H. Kow.

MONGKONG CRICKET LEAGUE

LEAGUE TABLE. The following is the table up to date:-

B. G. Artillery Telegraphs Kowloon Departmental Corps Hongkong "A"

#### FOOTBALL.

The match in the 2nd round of the H.K.F.G Shield Competition, H.M.S. "Tamar" versus L. F. Club, has been postponed, as to-day is the date for the funeral of the late King Carlos

ASSOCIATION FOOTBALL.

The following will play for the Hongkong Rugby Football Club in an Association game against the Y. M. C. A. Football Club at 4.30 p.m. to-day the 8th instant. The Rugby team will play in white, H. V. Wilkinson, G. Carroll, E. C. East, G. D. Mollraith, T. C. 1948, Vernon, F. C. Hall, A, O. Lang, A. A. Claxton, A. Gregory, A. W. Other and S. N. Some-

CHINA'S STEERABLE BALLOON.

Most of the newspapers from Home recognise the Petit Journal's story of a Chinese invented aluminium dirigible balloon for the stupid hoax it is. The Globe plays with the name of the "inventor," Tze Tean-tsai, and remarks "We do not know how it is pronounced, but a good healthy sneese would probably meet the requirements of the situation. "----

If the Petit Journal really has a correspondent in Hongkong, which we doubt, we compliment him on his sense of humour more than on his respect for verite. Dr. Clemens got sick Angelo, and we are beginning to feel similar impatience with this foolish disposition to credit the Chinese with inventing everything.

At St. Andrew's Church, Kowloon, special collections will be made at all services to-morrow (Sunday) towards the Great Thankoffering, to be presented in connection with the Pan-Anglican Conference and commemorating God's blessing woon the work of the Anglican Communion throughout the world. Holy Communion at 8 a.m. Morning Prayer at 11 (attended D. V. by "C of E party of Cameron Highlanders as their Parade Bervice) when the Rev. A. Stevens (chaplain) will preach, Evening Prayer at 6 p.m., when the preacher will be the Rev. A. D. Stewart.

TELEGRAMS.

["DAILY PRIME" EXCLUSIVE SERVICE.] FOURTH TEST MATCH.

LONDON, February 7th. In the fourth test match the Australians are all out for 214, of which Ransford compiled 51. The the loss of no wickets when stumpa were drawn.

GERMANY.

London, February 7th. The secretary of the German Treasury has resigned.

MOROCCO.

LONDON, February 7th Kaid Maclean has arrived l'angier, little the worse for treacherous imprisonment by Raisuli.

EX-DICTATOR FRANCO.

London, February 7th. Senhor Franco, the ex-Prime Minister of Portugal, is journeying to

PRUTER'S SERVICE.

THE PORT ARTHUR COURT MARTIAL.

LONDON, February 5th. Advices from St. Potersburg state that the Public Prosecutor, at the Court Martial demanded the penalty of death on Generals

THE CRUISE OF UNITED STATES BATTLESHIPS.

Stoessel, Raiss and Fock, and ten years in a

fortress on General Smirnoff.

LONDON, February 5th, The correspondent of the Times in Wash-

ington wires that reports are current that Admiral Evan's fleet will be re-inforced by C. C. against the Hongkong-C. C. on C. S. a number of new battleships and cruisers, and that a fleet of 8 vessels will be left atthe Philippines on the homeward voyage,

> THE CHINESE MINISTER TO ST. PETERSBURG. LANDON, PEUTURY OIG.

The Chinese Minister has presented his credentials to the Tsar.

ALLEGED ATTEMPT TO SMUGGLE ARMS.

A JAPANESE STEAMER ARRESTED. On Thursday a Japanese steamer called the

"Taken Maro No. 2" was arrested by the Chinese Imperial Maritime Customs in Chinese territorial waters near Macso, and escorted by two Chinese guuboats and a revenue cruiser to. Canton. The steamer had on board 15,000 Manser rifles and 47,000 rounds of ammunition consigned by a Japanese firm at Osaka to Messrs. Kwong. Vo & Co., of Magao who are licensed by the Macao Government to deal in Arms, and she carried also a shipment of coal for Hongkong.

It is alleged that when the steamer was select preparations were bring mide in Chinese territorial waters to tranship the arms and ammunition into fishing boats. On the other hand, it is asserted that the state of the tide at the time the vessel reached Point Cabrita did not admit of her proceeding into the harbour of Macao, and she anchored to await the rise of the tide and the arrival of a pilos, the consig nees meanwhile making arrangements for discharging the cargo. It is devied that there was any intention to discharge the cargo in Chinese territorial waters.

The "Talun-Maru" is an old Bine Funne liner (the Polyphemus) her not tonnage being

THE BANDMANNS.

The Bandmann Comedy Company paid return visit to the colony yesterday and as notified in our advertisement columns staged that popular piece, "Sunday," which has had the members of a D ma quelconque, and he such a successful run at the Comedy Theatre, London. Evidently something out of the ordinary run of theatrical productions was expected as the Theatre Royal was more than com fort. ably filled, and those present had no cause t complain, for the performance was quite up the excellent standard their previous efforts have led us to expect of the Bandmann Comedy on the suppression of the tax on markets. Company: The play is quite a new one Hongkeng, and abounds in stirring situations, and the efforts of the principals drew unstinted applause from those present, Miss Hamer and Mr. Claude King taking the leading roles with bud for the time being, may revive in more pleasing ability. The honours among the rest were evenly divided all working hard to bring their ferewell performance to a successful conclusion. The Bandmanns, we understand, leave Hongkong by the English Mail.

We received last night, too late for publicatien, a letter from Mr. Murray Stewart. shall appear on Monday.

"POOH BAH." R.N.

NAVAL OFFICERS TO DIRECT THE REPAIRS OF THEIR OWN SHIPS

The Admiralty have long been convinced that far too much work, in the way of repairs to ships, is done in the royal dookyards, and they have decided that naval officers shall be given a course of technical instruction which shall enable the majority of the smaller repairs to be carried out on board the ships themselves,

The original syllabus of this course was funny enough but the one which has just been issued English team had scored nine runs by the Commander-in-Chief at Portsmouth, under instructions from the Admiralty, is described by naval officers as "the limit," It is as follows :-

First week: Tuesday, dockyard smitheries, shipbnilding and erecting shop. Wednesday, torpedo tubes and indicators, electrical annealing and fusing, iron foundry and pattern shop. Thursday, fitting shop, machinery and heating apparatus pneumatic drill and hammers, automalic machines, testing springs, gauges, and

Second week: Tuesday, application of e'estric motors, construction and repair of armatures, and I calization of faults in same, wire covering and insulating machines, electro-plating and gilding and block-making shop. Wednesday construction and repair of range-finders, automatic machines, electrical fitting shop, machinery and work in hand joiners' shop, Thursday, electric firing gear, fire-control and rate of change instruments, electric heaters, testing instruments and interseptors, photometer central power station.

Third week: Tuesday, boiler shop, hydraulic and pneumatic machines, construction repair, and testing of boilers, electro- galvanising. Wednesday, bet zincing process brass foundry and copporemiths" shop, pusumatic power and pumping station. Thursday, testing and examination of cable, dooking and inclining ships, construction and rigging of a boom defence, hydraulic power station.

A Cook's personally conducted tour is nothing to this, and the qualifications of Pooh Bah fade into insignificance before the rôles the naval officer is expected to fill.

The reckoning will come when the Admiralty insist that repairs that have hitherto been carried out in the dockyards shall be effected on board the ships. The man who has been rushed through "a course" like this in nine days will probable mix up the electric firing gear with the hot-sincing process, and the bill will come

COMMANDER OF THE CHINA STATION.

Vice-Admiral the Hon. Sir Hedworth Lambton, K. C. V. O., C. B. who has been appointed to succeed Admiral Sir Arthur W. Moore as Commander-in-Chief of the Chies. Station, is best known to the public for his services as commander of the Naval Brigade from H. M. S. Powerful during the siege of Ladysmith. When Sir George White fell back on Ladysmith he was without guns expable of raplying on even terms to the fire of those in the hands of the enemy. Just in the nick of time Captain (as he then was) Lambton arrived in the town with 283 bluejackets and five guns, which kept the Boers at bay during the four months' siege. Earlier in his naval ourcer Vice-Admiral Lambton was flag lieutenaut to Admiral Saymone during the bombardment of Alexandria, and he was present at the battle of Tel-el-kebir Upon his return from South Royal yacht, and in the following year he was made commodere in command of His Majesty's yachts. Sir Hedworth unsuccessfully stood as Liberal candidate for Newcastle on Type in the General Election of 1900, and in 1903 he became second in command of the Channel

THE NEW SPIRIT IN INDO-CHINA.

It is instructive to find that the recent indications of mental and moral unrest among the natives in British India find a parallel in Indo-China. An article on the new spirit now. rampant there appears in the Dépéche Ocloniste. The establishment of a native Consultative Chamber, as it is called, organized under the Clementel administration with the object of applying a more humanitarian policy, would seem to have aroused extravegant hopes among some of the population. The rumour, indeed, quickly got abroad that France had given the natives these semi Parliamentary privileges because she was forced to do so "either from fear or under the pressure of the omnipotent conquerors of Europe, the Japanese. Thereimmediately arose a spirit of independence resembling that of the agitators of Young India sad Young Egyp', and the inevitable consequence followed-namely, the demand for self-The author of the article in the Depiche

Colonia'e is M. de Pouvourville, who, with M. Harmand, the late French Minister to Japan, was one of those chiefly responsible for adoption of the dangerous policy of seeking to inoculate the native races of Indo China with the principles of self-government. It is the more interesting as he frankly describes the promoters of the recent agitation as ece jounce présomptueux, and he adds, "the rapidity with which the Annamite have risen to the semi-Parliamentary rôle which we granted them as an experiment, the recklessness with which some of them have immediately outstepped all hounds and exceeded their mandate and the hopes of their constituents, ought to be for us a good lesson for the future.

M, de Ponvour villedoes not hesitate to compare the attitude of the native Deputies at the first sitting of the Hanci Assembly with that of speaks of them as setting out with "pseudo-. heroic hallucinations" which, however, they shortly abandoned in order to work respectful-Prudent and moderate views were notably expressed on the question of the diffusion of education, especially of primary instruction, so that the natives in the villages might be able to converse with the local French officials. They insisted' moreover, on the advantages of organizing professional and technical schools and

M. de Pouvourville concludes, therefore, that on the whole the good sense of the Annamites is getting the upper hand, but he thinks that if France does not satisfy the more urgent of the legitimate demands of the population the "new spirit," which has happily been nipped in the dangerous forms. It may be noted in this connexion that the Minister for the Colonies, M. Millies-Lacroix, has just adopted what will be a very popular measure namely, the reorganisation of the existing system of the State monopoly of sloohol. Hitherto natives who bought alcohol from any other persons than State officials in other than legal bottles were rigorously prosecuted. The new measure will permit local dealers, Annamites or Chinamen to sell alcohol. It is expected that this will put an end to centraband.

#### THE SITUATION IN MANCHURIA (FROM OUR CORRESPONDENT:)

Mukden, January 25th. "Yes, but is Manchuria a Chinese province ?" replies a French investor to his solicitous agent in a southern Chinese city. Emphatically yes in theory, and if good faith shall prevail among the nations. But in fact the query of the cantions Parisian banker stirs many an echo elsewhere, and lest those collegs, as they may, should beget" a wild surmise", it is well that the truth should be told. "Magna est veritas; et prevalntie," and that it should provail is the carnest hope of those who live in the Eastern Provinces and who know that what Manchuria needs just now is a general understanding of her affairs, and, on the part of the diverse interests meeting there, patience, mutuality consideration and frankness: -difficult traits the Harbin district are impossible. these to find, or expect to find associated in diplomatic dealings. Nevertheless all will be well with Manchuria, granted thorough knowledge and fair play.

No easy task is that of H. E. Hau Shih. Chang. Ilis territory is more heterogeneous than any other viceroyalty in China; and whatever course of action he pursues is sure to meet with censure, either openly expressed, or. brought by more indirect channels to bear His recent trip concluded this month through roughly to mind as a whole, and followed in retrospect, indicates the present status quo as well as those questions remaining yet unsettled in Manchuria.

During the 42 days of his absence from Mukden, H. E. Han was busily engaged in reorganizing and instructing the central governments at Taihaihar and Kirin, atudying conditions and collecting materials for his recent memorial to the Throne. In both provinces he found lipances comparatively low, a state of affairs attributable chicfly to the poor harvests of last autumn, although other influences also contribute. During his ten days sejourn at Taibaihar and Kirin respectively, he distributed the offices of government in three departments. the Finance, Home, and Foreign Bureaus, this organisation being similar to that already force under Governor Tang Shao-yi in Fengtien. Additional materials were also gathered in Kirin province regarding the Chientac boundary question, and these have been compiled with the complete materials of the Chinese case which is now on file in Peking awaiting the presentation of the Japanese papers.

The Vicercy speaks with distinct apprecia tion of the courteous treatment and attention everywhere accorded him by the Russian civil and military authorities in facilitating his long railway journey; as well as in extending to him many civilities at their various stations, particularly in the city of Harbin, where H. E. spent a day en route from Tsihsihar to

Viceroy's journey as being the centres of chief interest and the seats of probable future of capital. The region is rich enough in difficulty are Harbin and the districts in agriculture, timber and minerals, the labou is at Fengtien from Kuangchengtsu southward to hand, and transportation facilities are available. ourrants, sugar, tes, and tobacco, and higher Indian mills, 248,449,000b. Mükden, the former typical of the Russian Far greater than any uncariness regarding prices for wheat, maise, and cotton, our imports Up to two years ago the value of cotton years and from America and Sumatra, form parent intentions in Central Manchuria.

Chinese and foreigners, not Russians, is fitly the municipal administration of that city. defermine the mode of government of the port and the conditions under which property shall be acquired and business transacted within its limits. In the agreement which the Russo-Chimese Bank effected with the Chinese government in 1896, regarding settlements along the line of the Chinese Eastern Railway, no authority exists for regulations of the nature of those just adopted, nor is there any further or other understanding or agreement in existence warranting the assumptions they contain. The regulations themselves are, in the objects aimed at such as education, municipal improvement of buildings and streets, supervision of police, more compact organization etc., hopeful. Harbin un questionably needs regulations of this kind: the trouble, or the seed of trouble, lies not in the regulations themselves, but in the manner by which they are brought into operation, and the point of view on the part of the framers which they indicate.

This point of view, inasmuch as the regulations were framed without the knowledge or consent of either the Chinese local or provincial. authorities, indicates the attitude of the Russian interests in north Manchuria. The plan was drafted by the Railway management, It provides for a municipal government by (I) an assembly of 60 delegates and (2) a town council of six members including the chairman. Since the Railway, up to the present, has been arbitrarily administering the affairs of the city, such a plan seems at first sight a relinquishment by them of authority, but a reading of the document shows that in reality no surrender of prerogative is effected. Half of the council are railroad officials or appointees; all transactions, alike in assembly and council, must be in Russian, and the Bailway expressly reserves the right of supervision, review and veto. Furthermore all relations of this municipal admini stration with the Chinese Government or with the Consular representatives of Foreign Governments can only be conducted with the consent of the Railway authorities. It may readily be seen therefore that the transfer of authority to a so-called municipal government on the part of the Railway is merely nominal and that the political control remains as before vested in the Railway.

Manchuria the Viceroyalty will strongly oppose. The Chinese Eastern Railway (that portion of the Trans-Siberian traversing Manchuria) is, of course, only Chinese in name, and these regulations, if allowed to remain in force, place. the government of the open port of Harbin under the control of an organ of the Russian government working wholy for Russian political and commercial interests, in discrimination against the interests of other nationals.

By virture of its situation on the Sungari and at the junction of two railroads Harbin should enjoy a rapid commercial development. But during the two years of railway demination since the war, trade has steadily decreased so that at present the city is practically living upon itself, and unless the incubus of this domination can be removed, healthy international commerce and business development in

In connection with the Viceroy's visit in North Manchuria several points developed of . interest as regards general conditions there. The Trans-Siberian Railroad is operated at a loss of over a million roubles per month, and the salaries of the empleyees and lesser officials were said to be weeks in arrear. Russia evidently regards her railroad of the capital necessary for this enterprise from as a political rather than a sound commercial the Japanese. enterprise, for in spite of steady financial loss, small attempt has been made to bid for the the northern provinces, Heilungkiang and lucrative freight traffic of North Manchuria an observer of, or a sufferer from, that incident, for expert via Vladivostock. Only very recent- which unnvoidably colours future experiences ly, within the past month, the extraordinary congestion of freight at Kuangchengtzn, which the South Mancharian Railway has been totally unable to relieve, has forced a certain amount. Through which she has passed. It is therefore of competitive solivity upon the Russian lines. Nevertheless, both in Harbin and in Viadivo-

stock, extensive investment in economically unproductive amusement goes on and increases apparently in inverse ratio to the sound prosperity of those cities. Theatres, opera-houses, cafés chantants, restaurants and confectioners shops - of such establishments there are more in Harbin and Vladivostock than in Shanghai and Hongkong, and they are supported upon less than 10 per cent of the wealth of the latter ports. As might be expected d'anreer sbounds, robberies and murders are if frequent and regular occurrence, and as in the pioueer days of the Western American States sixty years ago, everyone goes armed. In Vladivostook smouldering revolutionary disorder is the chief cause of uneasiness, whereas Harbin seems at present the sanctuary for all the criminal classes of the South of Europe and the Caucasus. It is not too much to say that corruption, weakness and inefficiency are as prevalent in Russian Manchuria as they were before the war, and it is clear to the most casual observer that, although the Russians are courteons to a travelling Chinese official, the Chinese cannot respect the Russians as a ruling and administrative class. What North Manchuria needs to-day is a strict observance of treaty conditions and obligations, leading to the growth of a sound political and com-

significant of the Uspanese attitude and ap- sion of the Provincial government as to Chinese sovereignity in Central Manchuria. While the textile materials other than cotton and wool, volume of cotton cloths poured in cotton yars, England; timber from America and Japan. In Harbin the chief difficulty via a via the Postal and Telegraph negot lations still hang and 2786,512 in metals other than iron and though not reduced in quanty, fell in its. China is a sugar-growing country, but is summarized in the regulations adopted this Japanese appear to be proceeding as if there could be no doubt as to their own claims. Recently the objections raised against the Harbin was opened by China as a place of extension of the Imperial Bailways to international residence and trade in January Fakumen have intensified the situation and 1907, but nothing faintly indicative of such a complicated it by bringing in the interests status can be found in these regulations which of Paulings and the British C orporation These and other similar questions are vitally interesting in Manchuria, and, in the their solution will go far towards fixing the as yet undetermined political status of the province, and further or retard its commercial and industrial growth, they must command international interest in the Far East. A discussion of them cannot be undertaken within the limits of the present letter, but may form

the subject matter of future contributions. As for conditions at Kuangehengtau and Kirin as the Vicercy found them, they may be briefly stated. When one creases from the Russian into the Japanese zone at Changchun one passes from semi-stagnation into the appear. ance of great activity, although efficiency in Japanese enterprise is not more marked Wherever inefficiency is found south of Chang chup, however, it is never the result of corrup

tion and weakness on the part of the Japanese, Since the first of December the Japanese and Russian terminal stations at Erlackow and Palipao respectively have been joined, the Russian broad gauge and the Japanese narrow gauge running side by side over the one mile which separates the stations. The time tables of the two roads have also been mutually arranged so that through passenger service may now be offected conveniently and with no loss of time, the waits being if the trains are

unctual, not more than 30 minutes. But the Japanese have now run off north. costward a great curving spur of track which terminates in their new freight station and yards at West Chungchun, haif way between the Russian station and barracks and the Chinese city at Kuangchengtzu. The new station is directly on the survey of the projected branch line to Kirin, a part of the permanent way for which the Japanese have already begun. The freight terminus, we are informed on the best of authority, the Japanese intend to establish ultimately as their station for both freight and passenger traffic, making a second stop at Palipao for through passengers from the north, or compelling another extension from West Changehun to the Russian station West Changehun is the name given to the new Japanese settlement of about 1000 acres which has been seized by the railroad and independent

Such an established order of things in North | colonists on the land originally set apart for an international foreign settlement. Several substantial brick buildings have already been put up including the Railway Hotel-Club which is the most prominent feature in the landscape, surmounting a little hill, with a tall flag staff from which flies the south Manchuria Railway's flag. The Mitau Buesan- Kaisha and the Yokohama Specie Bank, are well-established, and acciony of more than 2,000 Japanese, is

rapidly increasing. The railway facilities are however unable. to cope with the freight traffic they have undertaken. Bean sacks, bean cakes fobacco, mushrooms, piece goods, cart wheels and other articles of export and import are stacked in piles, twenty feet high, all around the station which they hide from view. From a distance at the time of the Viceroy's visit," the place resembled some colosial ant-hill, with Chinese carts for ants crawling forever in

contribution swelled. In response to the repeated importunities of the Japanese, a Chinese engineer is now engaged upon the survey of the Kirin-Changchun line. According to the terms of their convention the Chinese must borrow 5" per cent.

and out of the mountain of produce which each

It is important to bear in mind that one and may prejudice fair judgement. This is an exceedingly trying period for Japan, the most difficult, not even excepting the last war, unfair to judge her hastily now by individual indiscretions One must remember that it is never the best sorts of a people who follow armies into a land by war, and that it is no easy matter to administer a large, new establishment, like a railway for example, in a strange and uncomfortable land, among an alien people.

What I should like to be sure of in Manchuria is that Fair Play is intended; that what appear in a total of 6,842.0 0 pieces in 1906, with in to be evidences of bad treaty faith are not premeditated, but due to various causes, the exigencies of a situation, divergent in origin and difficult to control. Could such reassurance be given and supported by some tangible evidence, more charity would be accorded to legitimate Japanese enterprise in Manchuria, which most assuredly must remain a Chinese

BRITAIN'S FOREIGN TRADE.

RECORD TOTALS IN 1907. Year's Imports £615,904,176 Increase on 1906 Year's Exports 426,204,586 Increase on 1906 Years Re-exports 91,972,141 Increase on 1906

The trade-expansion of the previous months of 1907 was continued in December, with increases of £1,330,894, or 2.43 per cent, in the and now of India and Japan. The importation mercial status which will attract the investment; imports, and £1,332,561, or 4.24 per cent, in \*(343,110,000lb.) in 1906 was about the normal England; machinery from England (£458200), months of 1906. The principal features in the imports were larger purchases of cocos, coffee, kong mills, 865,000lb. Unassigned, 1,270,000lb. ,185,183 in value, and it is satisfactory to find an improvement of £419,347 in machinery. cotton piece goods, cotton manufactures were

> will enable some idea to be formed of the remarkable expansion in our foreign trade

anting	The last mover	years.	
	Imports,	Exports.	Pananta
1907	£645,904,176	£426,204,596	Re-exports.
1906	617,887,893	375,575,338	£41,972,141
1905	565,019,917	_329,816,614	85,102,480
1904	551,038,628	300 711 040	77,779,913
1903	542,600,289	290,830,709	70,304,281
1902	528,391,274	290,800,108	69,573,564
1901	521,950,198	283,423,966	
		28 ,022,376	. 67,841,892

These figures show, that, compared with 1901 the imports last year were £124,000,000 and the exports £146,000,000 higher, while the total foreign trade, including re-exports of Colonial and foreign merchandise, came to £1,164,000,000 in 1907 against £870,0.0,000 in 1901. The greater proportionate growth of the exports is highly satisfactory, and with due allowance for higher prices, which now seem to have passed the zenith, the past year must have been a very good one for trade if profits were at all commensurate with the increased volume of business. A comparison of 1907 with 1906 shows th

	ug result	THE			_
Food	, drink,	and toba	CCO +	£9,228.	348
TANK	- my (ac)9	B	4	30,116	360
Mani	afactured		8	1,244	+43
Misc	ollaneous	in he			
L .	<u> </u>				
1	To	tal	+	£38,015,	676

rials, cotton counts for £14,683,000, wool, for £5,944,000, and oils (including petroleum spirit) for £5,062,000. Although the volume of all three was larger, prices were considerably higher. The principal increases in the export

were as follows:	a m rue exboars
EXPORTS.	
Coal	£10,614,703
Tron & steel mountaning	6,821,253
Other metals	1,547,885
THE BONIDERY	4 991.635
Ships + Cotton fabrics +	1,379,146
Woollen fabrics	10,859,316
Other toutile made !	2,317319
Chemicals	1,511,975 1,537,721
All other items including	
foodstuffs +	9,048,305
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Total	£50,629,258

The increased value of the coal exported was England accompanied by an addition of 8,271,000 tons in the quantity, and the only decrease worth notice in the list was £393,073 in hides and undressed skins.

ANALYSIS OF IMPORT TRADE. The trade in cetton cloths suffered many vicinitudes in the two years 1915 6, and the hopes of importers have gene in turn from the most sanguine expectations to the lowest depths of realisation. The outbreak of the Russo-Japanese war in February, 1904, found the markets with stocks at a low level, and the prospects of trade in North China were, at the outset, not such as to induce importers to increa their supplies. This feeling passed, and was succeeded by the wildest views of the possibilities when Manchuria should again be opened to the free course of trade, and a feverish desire seized no Chinese dealers, a born race of gamblers, to be prepared against the time when they should be admitted to the Eldora to they saw opening before their eyes. The rush for supplies synchronised with a rise in the price of cotton, which, form 69.6d. in the closing week of 1903, and fall len a year later to 3.81d.; and the resulting prices for Cotton Cloths were such as to bring out even heavier orders, both for English and American mills. Then in the summer of 1905, with cotton still low the 5.33d. level, came the "boycott against American goods, which resulted in largest increased orders for the American mills 42,621,1 olb., and from Australia 9,984,9121,16, from dealers, lenders in the agitation who were and in the year ended March 31, 1906. anxious not to be caught unprovided with goods from Eogland, 9,984,900lb. Coinage was for whisi they expected a large demand. The overdone, the fever subsided, and the demand, so confidently expected, did not come, mints rested from their labours; and stocks in first hands accumulated, with a in 1906 the gross import was 21,284,100lb. very sluggish take off for consumption. Of reduced to a net consumption of 8,342,900, by plain grey and white cloths the stocks at the opportunity which the rise in the price of Shanghai increassed from 2,593,775 at the end copper, occasioned largely by their own

2 \247,123 Of these quantities the proportions from English and American mills were as follows :-

English ... 3,199,020 13,543,025 10 785,227 world has now to pay £95. American ... 3,703,548 12,566,093 8,544, 65 Tin was imported in 1906 to the extent of Of the Shanghai, stocks those of English cloths incerased from 1,644,43) pices at the end spore direct and 1,890 tone from Hongkong; of 1904 to 5,879,213 pieces at end of 1906, during the same year 3,855 tons of Chinese and those of American cloths from 882,705 to tin were exported from Yunnan to Hongkong, 5,646,560 pieces in the same time. So much going to supply, in whole or in part, for the American boycott.

ation was 7,325,898 pieces. Grey sheetngs, on the been as follow: -1903, 4,535; 1904, 8,949; 1905, other hand, come chiefly from America, 6'017,000 | 10,844; 1906, 14,595. importation of 9,561,000 pieces in 1905. White against 4,629,000 pieces in 1905. Drills come £64,245 from Japan, and £74,750 from Hong. mainly from America, 2,012,000 in a total of kong; in 1904 the figures were: - America, 2,513,000 pieces in 1906, against 3,906,000 £150.180; England, £57,975; Japan, £160,170; pieces in 1905. T. clothe again are English, and Hongkong, £50 575, making a total of 1.590,000 (with 318,000 Japanese) in a total of 2.028,000 pieces. Of the finer fabrics nearly all | the amount of 16,138,000ib., of which 4.640,0 )0lb. kinds come almost entirely from Englandcambrics, muslins, chintses, prints, and Parkey Chinese tobacco reimported) mainly from reds being the most important. The ectton Hongkong. imitations of woollen goods, ton, come largely 3.748,000 in a total of 3,834,000 pieces were comes in larger quantitles from America

those days seldom reached 10,000,0001b. English spinning, and a new market to supply the handlooms of China was created by the cheaper Indian cotton spun in the mills, at first of India quantity, made up as follows: - English mills, 4.100,000lb. Japanese mills, 87,426,000lb. Hong.

imported to supply the needs of village weaving erly also from Russia; paper from Japan, The lower prices of jute, copper, tin, and sinc had come to be a full half of the value of all Austria, Germany, and England; scap from were illustrated by decreases of £1,009,548 in section products imported, but with the rushing England; household stores from America and

keep pace with supply. Stocks of imported yarn years been, in tons, as follows :-Although there was a sensible reduction in increased a Shangbai and Hongkong from 82,000,000lb at the end of 1905 to 120,000.00 1901 ... 49 446 152,660 1904 21,780 223,06) £452,098 higher in value, which offeels declines at the end of 1906, while the same 12 months 1902 ... 40,154 296,263 1905 30,905 275,040 the Shanghai stocks of yarn span in the steam | 1203 ... 17.803 190,653 1906 .. 10,315 factories at Shanghai increased from 5,800,000lb. Of the import in 1906, white and refined Turning to the results for the whole year, it to 27,650,000lb. The annual quantity of yarn amounted to 219,087 tone, of which 40,560 tons will be seen that the imports have risen spun by the steam factories established on £38,015,676, or 625 per cent, over 1906, and that | Chinese soil may be put at 100,000,000lb. During the exports are up no less than £50,629,258, of the year 1906 about 23,000,000 square yards of 1348 per cent. A glance at the following table | Chinese hand-woven cotton coloth were exports, and an additional quantity of 60,000,000 square yards was shipped from Shanghai to, mainly, the ports of North China.

Woollens have taken no great hold on China, Java, - The Times. the import to-day amounting to but little more than that of 40 years ago. Camlets (42,160 pieces) come entirely from England. Broad and similar cloths (619,340 yards) come mainly from Germany. Woollen lastings (60.04 pieces) and long ells (78,786) pieces), both mainl from England, compare unfavourably with cotton Italians and lastings (3,834,000 pieces' also supplied by English mills. The Chinese market calls for supplies in their cheapest and most primitive form -cotton yarn to the extend of half of all cotton products, cot on imitations

of woollen clothe, and old iron in lieu of bare. Iron, new as it comes from the mill, amounted to 76.700 tons, supplied as to hoops, pipes and tubes, sheets and plates, and wire, chiefly from England; as to rods and bars, objefly from Belgium ; and as to nails and rivets, chiefly from America, with Germany next. 14,880 tons, came mainly from England in 1906, as in 1905, Galvanized iron sheets, 10,830 tons, came also from England; but galvanized wire, 1,226 tons, mainly Belgium and Germany, Old iron outlings. 72,280 tons, almost equalling in amount the import of new iron, was supplied childy from England, but sise, to the extent of about onefifth, from Belgium and Germany

Copper presents a curious history. port in 1902. (4,650,70 lb., mainly from Japan) may be taken as the average quantity required for industrial purposes. In 1903 came the beginning of the emission of a new copper coinage from the mints of Chins, and the import rose to 12,579,700lb., also mainly from Japan. The fever seized on all the mints in all the provinces of the empire and in 1904 the import rose to 39,573,000lb, still mainly from Japan, but with some increase in the quantities coming from America, Enegland, and Australia. The fever increased to delirium, and the mints brought madly in 1905, in which year the import amounted to 131,371,600lb., over 28 times the supply which had sufficed for the demand of only three years before. Japan could no longer cope with such a demand, and from the principal sources of supply it was met in the following proportion :-

America 67,154, 200 lb. | Belgium 1,621,500 lb. 29,025,500 , Australia 2,756,700 , 8,479,400 , Hongkong 17,108,903 , Germany 5,054,800 ,, Hongkong, is merely a wareho use, and the

CHINA AND PIECE GOODS.

# KING EDWARD VII LIQUEUR WHISKY WHITE LABEL.

PERFECT IN MELLOWNES , AGE AND FLA YOUR.

RIGHT WHISKY TO TAKE NO ILL

\$15 PER CASE

THE DISTILLERS CO., LTD., EDINBURGH.

WORTH MUCH MORE,

SOLE AGENTS:-

PRICE CO., LTD. TELEPHONE N 131 WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRA) year ended December 31, 1905, the export to

China from America was 79,940,250lb., and to China and Hongkong from Japan was of 1904 to 11,225,869 pieces as the end of 1906, operations, gave to the mint managers, to the actual number of pieces imported at all return some 13,000,000lb. to the Western markets. An illustration of the necessity of constant reports from the most unlikely markets; China had supplied her needs for copper at prices ranging from £75 to £60 a ton before the Western world swoke to the nature of the demand, and that same Western

2,173 tons, of which 262 tons came from Singthe quantity imported from that colony. Of these plain cloths, grey shirtings come Tinned plates, mainly from England, mainly from England, 4,715,000 in a total of were imported in increased quantities, the 5,152,000 pieces in 1906, while the 1905 import- figures for the last four years in tons having

The value of cigarettes imported into this tobacco-growing country was £9: 8,250, and of shirtings sgain come mainly from England, oigars £71,066. Of the cigarettes, £527,300 3,701,000 in a total of 3,914,-00 pieces in 1996 came from America, £274,090 from England, £418,900. In addition, tobacco was imported to came from America, and the rest (mostly

For a long list of the more important sundry from England; of cotton Italians and lastings articles the principal countries of production are as follows :- Braid from Germany; brass supplied by English mills; but cotton flaunch buttons from Germany, and Japan; candles from England; carriage and bioycles from Cotton Yarn formerly, 4) years ago, came England; soda from England; other chemical entirely from England; but, to prevent mis- products from Japan, England, and Germany; apprehension, it may be said that the import in crucibles from England; outlery from Germany and England , aniline dyes, including synthetic spinnings were too costly to displace hand indigo (together £958,550), from Germany enamelled were from Austria and Germany flour from America; glass from Belgium; hardware from England, Germany, and Germany (£215,300), and America (£85,800) railway plant from Belgium (£1.009.500)

steel. In the exports coal shows an increase of proportion to the whole to 36 per cent in 1905 | year by year exporting less and importing more; the export, chiefly of raw, and the In cotton yarn, as in cloth, demand did not import, chirfly of refreed sugar, have in recent - Export. Import. - Export. Import.

came from Japan, 11,892 from Germany, and 138 780 tons from Hongkong, in inly from the refineries of that colony, Of raw sugar, brown grades (I to 10, Dutch standard), 33.032 tons came from the Philippines direct, and 119,750 tons from the warehouses of Hongkong, which obtains the greater part of its supplies from

"WOMEN SHOULD WOO."

(SOMETIMES THEY DO.) "If every year were Leap-year, and women could be brought to avail themselves of the time-honoured privilege of proposing to the men of their choice, instead of waiting for the men to propose to them, we should be far along

the road toward a regenerate society. Dr. Denslow Lewis, president of the Medico Legal Society of America, chairman of the bygienic section of the Medical Association. author and sociologist, is responsible for this statement (says the "Telegraph's" New York given China a powerful asset in the way of

busband should really rest with the woman," said Dr. Lewis.

female that chooses her mate. Only in the human race is the right of selection arbitrarily would find in it a very formidable rival indeed, "Left to herself, and with no hampering

conventions to interfere, the woman would be the most discriminating chooser, "With all sorts of men to select from, she The im- would be in no sort of hurry to mate with the first little man that popped the question;

Women love physical profection. "With her right to select unquestioned, the American woman would pick out the man of her own physical ideal, woo him with all the varied arts and fascinations at her disposal, and, nine times out of ten, get him.

"Physically, the race would be greatly benefited. There are many thousands of wemen in this country who have married men just construct any competing railway. because they were asked, and who now live of housekeeping drudger, bound to the so-called homeonly by the stern dictates of duty.

"Sometimes Mr. Right comes along years after, when the loveless marriage, has produced! housekeeping drudge is suddenly transformed into a woman with a heart to love and suffer once more.

in the narrow path of duty to the end. If she be weak and the man in case unscrupulous. there is only another case for the divorce court." Americans generally resent Dr. Lewis's she was due to arrive at 8 p.m. yesterday. quantities coming theree are to be assigned to advice, but his high position is sufficient to other places; all that can be said is that in the secure fair discussion of his proposal.



For Preserving, Purifying and Beautifying the Skin, Scalp, Hair, and Hands.

Cutiours Scap combines Gallesia medicinal and smol-Cure, with the purest of seponaceous ingredients; and the most refreshing of flower odors. Sold throughout the world. Depois London, 27 Charterhouse Sq. Paris, 5 Rue de la Pairs Australia, R. Towns & Co., Sydneys Boston, U.S.A., 137 Columbus Ava., Potter Drug & Chem.

JAPAN AND MANCHURIA

BMBASSY STATEMENT

Reuter's representative has made inquiries at the Japaness Embassy with reference to the renewed criticism, chiefly emanating from the Far East, regarding Japanese methods in connection with railway and other questions in South Manchuria Discussing the presence of Japanese troops slong the South Manchurian Railway, the Embassy states :

The presence in South Manchuris of Japanese soldiers as railway guards is a result of the Portsmouth Treaty; and reselved the fall consent of the Chinese Government at the Peking Conference of 1905. This matter should not, therefore, be confounded with the military occupation at the time of the war. Moreover. it is not peculiar to Japan alone, for Russian troops in propertionately equal numbers are likewise safeguarding their railways in North Manchuria. It is sisted that the country is perfectly tranquil. We are convinced, however that this state of affairs, if true, is mainly due to the very fact of the presence of our troops. With regard to the action of Japan in object-

ing to the Chinese extending their Peking main line from Hsin-min-tun to Fu-ku-men, the following explanation is given :

The recent cession by Japan to China of the Hein-min-tun-Mukden line itself has already competing with the Japanese South Manchuria "There is no doubt that the selection of the Railway. The proposed lextension by Chinese of their line from Hsin-min-tun to Fu-ku-men, which runs parallel with the South "In the animal world it is invariably the Manchuria Railway, would be dissertous to the operation of the Japanese line, as the latter especially if, as originally contemplated by China, the projected parallel line should be nltimately extended to Tai-taihar. The objection of Japan is based not merely on her actual, but also on an agreement entered into between the plenipotentiaries of the two nations. at the Peking Conference of 1905, to the effect. that China should not construct any railway which would be parallel to or detrimental to the interests of the Japanere line. The contention putforward that the proposed extension would be on the western side of the River Line does not affect the position at all. The real point is that, already explained. China entered into treaty obligations with Japan in 1905 not to

LATEST STEAMER MOVEMENTS.

The Boston str. Kumeric left Manila on the complications in the way of children. Then the morning of the 7th inst., and is due here, to-morrow afternoon.

The N.Y.K. str. Tango Maru (American Line) left Shanghai for this port on the 6th "If she bea very strong woman she continues inst., and is expected here to morrow. The C.P.R. str. Monteagle arrived Robe at Sam. on Thursday, the 6th inst., and left again at 4 p.m. same day for Yokohama where

> The C.P.R. str. Empress of India arrived Vancouver on Monday, the 3rd inst. at 5.80 a.m.

sectored for a fixed period will be continued until Orders for astra\_copies of Dille Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Oash.

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed-P.O. Box, 83. Telephone No. 12.

# NEW ADVERTISEMENTS HONGKONG JOCKEY CLUB.

RACE MEETING, 1908.

TUESDAY, WEDNESDAY, THURSDAY AND SATURDAY (Off-day), 11th, 12th, 13th and 15th FRBETARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. -KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2. No one admitted without a Ticket to be

shown to the Ticket Inspector at the Gate. T. F. HOUGH. Clerk of the Course. Hengkong, 8th February, 1908.

HONGKONG JUCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 11th, 12th, 13th and 15th nstant.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members Tickets.

All Tickets must be produced to gain ad-

eoial accommodation will be reserved as in years for Chinese Ladies and their stiendants in the Stand erected on the ground next to the Lusitano Club

T. F. HOUGH. Clerk of the Course. ug, 8th February, 1908. 336\_

GRONG JOCKEY CLUB. O Children under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH. -Clerk of the Course. Hongkong, 8th February, 1908.

HONGKONG JOCKEY CLUB.

O SERVANTS, will be allowed inside the ENGLOSURE of the Race Course during the Race days WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the enclosure;

T. F HOUGH. Clark of the Course. Hongkong, 8th February, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. HE Company's Steamship

HAIMUN." Captain A. J. Robson, will be despatched for the above Ports on TUESDAY, the 11th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 8th February, 1908.

ANGLO-AMERICAN OIL CO, LD-FOR BOSTON AND NEW YORK YIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

Tall. Steamship

"KENNEBEC." Captain Beynon, will be despatched as above on or about SATURDAY, the 7th March, 1908. For Freight, &c., apply to STANDARD OIL CO. OF NEW YORK, Oriental Freight Department,

(Hot-1 Mansions), Agents: Hongkong, 8th February, 1908 "SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES. FROM MIDDLESBORQUGH, LONDON,

C.LOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE," Capt. Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject

All broken, chafed, and damaged. Goods are to rent. to be left in the Godowns, where they will be examined on THURSDAY, the 13th inst., at 3 P.M. -No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & COM Agenta Hongkong, 7th February, 1908.

NOTICES OF FIRMS

PUBLIC AUCTION.

AUCTION

DARTICULARS and CONDITIONS of held on MONDAY, the 10th day of February, 1908, at 3 P.M., at the Offices of the Public. WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND adjoining Shankiwan Inland Lot No. 410 in the Colony of Hongkong. for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT. Boundary Measurements. Locality and Adje ning face feet feet feet 1,020 18 1,344 No. 410. An per sale plan.

RANSLATED NOVELS (some illa. strated), Actre ses Photos; catalogue free, or with sample, 21 1. (letter postage) .- A DE SAILLE, 20, Rue de La Michodière, Paris.

NOTICE:

NY ACCOUNTS due by me to Stores and Tradesmen in the Colony must be presented for payment on or before MONDAY, the 10th inst. T. C. GRAX

Hongkong, 7th February, 1908. FRENCH LESSONS.

DRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English

Apply by letter to- B. R., Care of " Daily Press" Office. Hongkong, 13th November, 1906.

BEKANNTMACHUNG. DIE amtlichen Veröffentlichungen Kaiserlich Deutschen Konsulata in Kauton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press "erfolgen. KAISERLICH DEUTSCHES

KONSULAT Kanton, den 31. Dezember 1907. BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hoihow werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" and "THE HONGKONG DAILY PRESS

Der KAISERLICH DRUTSCHE KONSUL, H. VON VARCHMIN Pakhoi, den 12. Dezember 1907.

Codes A.B.C. 5th Edition.

Lieber's Private Codes. 4, SOUTH STEERT, FINSBURY, LONDON, E.C. ENERAL EXPORT and IMPORT MERCHANT, Buying. Selling and Shipping at lowest possible rates.

Machinery made a speciality and estimates given free, on application. References and Particulars exchanged.

THE GRAND HOTEL DIVISION STREET, KOBE.

FIRST-CLASS CUISINE. COMFORTABLE & AIRY BEDROOM Situated in close proximity to the Harbour

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Special arrangements for a long stay. F. DOMBALLE | Propriétaires. M. MAILLE

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c.

All other Philatelie Goods

GRACA & CO. Hongkong Hotel Corridor. Hongkong, 1st January, 1908.

THE HONGKONG WEEKLY PRESS and

CHINAOVERLAND TRADEREPORT is now ready and contains :-Epitome of the Week's News.

Leading Articles. China's Provincial Refels. Tramps. Mining in China. Hongkong Legislative Council.-H.E. the Governor on the Railway Estimates.

Hongk ng Sanitary Board. Poyal Sanitary Institute. Supreme Court Hongkong and Shanghai Banking Corporation.

Commercial. Shipping. Extra copies 30 cents each, Cash, Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per annum, payable in

advance : postage \$2. Hongkong, 8th February, 1908. ON SALE.

DOUND .VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50. On sale at the " Hongkong Daily, PRESS Hongkong, 26th July 1907.

NOTICE. R. GUSTAV BINDER having

resigned, cessed to sign our Firm's HYAD OFFICE—BHARGHAL. name per procuration on the 1st inst. BOARD OF DIRECTORS, BRELIM. We have This Day authorized MR. WILHELM SCHUECHNER and MR. BRANCHES : FRIEDRICH WILHELM PFAFF to Sign

CARLOWITZ & CO. Hongkong, China & Japan, lat Febr., 1903.

this day admitted GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from This Date be carried on under the Firm name of GOLDRING BARLOW AND MORRELL GOLDRING & BARLOW,

Hongkong, 1st February, 1908. HONGKONG GENERAL CHAMBER OF COMMERCE.

VINHE Secretaryship of the CHAMBER taken over by Mr. E. A. M WILLIAM. from this date-EDBERT A. HEWETT,

NOTICE.

Chairman Hongkong, 1st February, 1908

> WANTED WANTED.

COMPETENT BOOKKEEPER and GENERAL OFFICE ASSISTANT.

Apply by letter- MANAGER, Hongkong Daily Press' Office. Hongkong, 6th February, 1908. WANTED.

COMPETENT TYPIST and SHORT HAND CLERK. " Box 500." Apply by letter to-Care of " Daily Press" Office. Hongkong, 5th February, 1908. -

NOTICE: PPLICATIONS will be received by the Ondersigned no to the 29th February 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with

HONGKONG CLUB.

the prospect of a permanent appointment as Applicants should be unmarried as residence on the Club Premises is essential. By Order, C. H. GRACE, Secretary.

-Hongkong, 27th January, 1908;

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NIOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of at the rate of 2 per cent, per annum on the February 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1907. By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1903.

HONGKONG AND SHANGHAI BANK. ING CORPORATION.

TOTICE IS HEREBY GIVEN that the REGISTER of StARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February 1908 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1908;

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Offices, Queen's Build. ings, New Prays, on MONDAY, the 24th February, 1903, at 12 o'clook Noon, for the purpose of receiving the Report of the Directors. and the Statement of Accounts to the 31st

December, 1907. The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive. By Order of the Board of Directors,

THOS. I. BOSE. Secretary.

Hongkong, 30th January, 1908.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions on TUESDAY, the 25th February at 12 o'clock NOON for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing-

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th instant, both days inclusive. By Order of the Board of Directors. W. E. CLARKE.

Hongkong, 5t. February, 1908.

NOTICE TO ROWLOON RESIDENTS ENXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK.

STALL Mr. H. BUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road & Mr. AH, YAU'S FERRY WHARF STALL Hongkong, 22nd Pecember, 1903.

BANKS

THUTSOH-ASIATISCHE BANK. DAPITAL FULLY PAID UP. Sh. Tach 7,500,000

Borlin, Hamburg, Calcutta, Hankow Tsinanfu, Tsingtau, Tientaln, Peking, Kobe, Yokohama, Singapore,

Founded by the following Banks and Bankers :--KONNIGHICHE SEEHANDLUNG (PREUSSISCHE

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BANK, MURNOHEN, LONDON BANKERS Mesers, N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENOT DIRECTION DES DISCONTO GESULLSCHPAT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may learned on application. Every description of Banking and Exchange business transacted. A KOEHN, Manager.

Hongkohg, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPOBATED BY ROTAL CHARTER, 1858, HEAD OFFICE-LONDOF.

PAID-UF CARITAL ..... £1,200,000 RESERVE LIABILITIES OF PROPERS. TOBS ..... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

for 8 ,, 24 ,, JOHN ARMSTRONG. Manager. Hongkong, 7th January, 1908.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,000 BURSCRIBUD ... 1,125,000

PAID-UP ... RESERVE FUND ... LONDON JOINT STOCK BANK, LIMITED INTEREST allowed on Current Accounts

Daily balance. On Fixed Emposits: 34 per cent 24 per cent.

EVAN ORMISTON. Manager. Hongkong, 30th April, 1907.

THE WOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000 RESERVE FUNDS ...... 15,500,000 BEANCHES AND AGENCIES. Kobe Tokyo London . Nagasaki San Francisco Henelulu New York Hankow Shanghai Bombay Peking . Tientein Chefoo Port Arthu Dalny Newchwang Makden

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Antung

Chang Chun HEAD OFFICE-YOUGHAMA. HONSKONG-INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

TAKEO TAKAMICHI, Manager. Hongkong, 25th September 1907. TEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL 5,378,375 (2448,000)

HEAD-OFFICE : AMSTHEDAM. HEAD-AGENCY BATAVIA Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin. Correspondents at Macsesar. Bangkok, Saigon, Haiphong, Hanoi, Amoy, C. R. Lenzmann, Esq. H. E. Tomkins, Erq. Yokohama, Robe, Melbourne, Sydney, New A. J. Raymond, Esq. York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK,

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily

On Fixed Deposits 12 months 41% per annum, 8 do. 81% J. L. JAN HOUTEN, Agent. Houghong, 18th Movember, 1907

BANKS

HONGKONG BAVINGS BANK.

THE Business of the above Bank in conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-CION. Rules may be obtained on application INTEREST on deposits is allowed at 34 Per Cent. per annum. Depositors may transfer at their option belances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 Per Cent. per annum. For the Hongroud and Shangha. BANKING CORPORATION, J. R. M. SMITH. Chief Manager.

Hongkong, 12th January 1907. TEDERLANDSCH-INDISCHE

HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK ESTABLISHED 1868.

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Dieddah, Bangkok, Saigon, Shanghai, BANKERS: THE WILLIAMS DEAGORS BANK, London : SWIBS BANKVEREIN. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE

PARIS. Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PARS

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CAPITAL SUBSCRIBED ..... Yeu 5,000;000 HEAD OFFICE: TAIPER, FORMORA. BRANCHES AND AGRECIMS: Tainan

Tamani Negasaki Pokio -Loochow Yokehame Shanghai. Keelung Bwatew DUNGALUNG VERTURE 3. DES VOUX ROAD. allowed on Current Interest Deposits received on terms which may be

on application. D. TOHDOW, Manager Hongkong, 5th April, 1907. INTERNATIONAL DANKING CORPORATION.

Fiscal Agents of the United States in China. the Philippine Islands, and the Republic of Panama. CAPITAL PAID UP .... Gold \$8,250,000, = about Mez. \$7,222,222 RESERVE FUND ... Gold \$3,250,000, = about Mez. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE! Threadneedle House, E.C. Branches and Agents all over the World LONDON BANKERS:

BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World. The Corperation transacts every description of Banking and Exchange business, receives money .: Current Account at the Rate

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Hongkong 24th January, 1908. LIONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL ... \$10,000,000

RESERVE FUNDS:-

STERLING £1,000,000 at 2/-=\$10,000,000 SILVER ... ... \$21,750,000 RESERVE LIABILITY OF PROP'TORS 10,000,000

COURT OF DIBECTORS. G. H. MEDHUEST, Esq. Chairman. Hon.Mr.HENEYKESWICK,—Deputy Chairman gives into political conditions in China makes E. Shellim, Esq. R. Shewan, Esq. G. Friesland, Esq. A. Fuchs Esq. H. A. W. Slade, Eaq. E. Goels, Esq.

CHIEF MANAGER Hongkong-J. R. M. SMITH MANAGER Shanghai-H. E. R. HUNTER

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per

nt. per Annum on the daily balance. OF FIXED DEPOSITS. For 8 months, 24 per cent. per Annum. For 6 months, 31 per cent, per Annum. For 12 months, 4 per cent per Annam.

J. R. M. SMITH, Ohief Manager

Hongkong, 17th January, 1908.

INSURANCES

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905

AUTHORISED CAPITAL 23,000,000 BUBBURIEND CAPITAL 2,750,000 PAID-UP CAPITAL ..... FIRE FUNDS ...... 3,886,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

THE GLORUS INSURANCE COMPANY OF HAMBURG. VIVIE Undersigned, having been appointed

Hongkong, 27th April, 1907,

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co.

Hongkong, 13th August 1906. AAUHEN AND MUNICH FIRE IN-SURANCE CO.

OF AIX GA-CHAPELLE, THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. . Hongkong, 21st April, 1897.

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Hongkong, 21st September, 1905 1540 DR. M. H. CHAUN, THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 17th April, 1907.

From the University of Pennsylvania, U.S.A.

83, QUEER'S ROAD CENTRAL.

COLD STORAGE. FIHE HONGKUNG ICE COMPANY, LED. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 v.M. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager.

Hongkong, 18th November, 1901 STORAGE.

FOR COAL, TIMBER, &c. TIO RE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

- Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 34 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999, YEARS' LEASE For Particulars, apply-GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906. CHILDREN OF FAR CATHAY A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST, By CHAS. J. HALCOMBE Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.). THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of

historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir BOBERT HART, G.C.M.G. and Dr. A. Its description of Chinese Social Custom and Superstitions, combined with the lusight it "CHILDREN OF FAR CATHAI" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese

Emblem inGold. PRICE ... \$3.50 To be obtained from Messes, KELLY& WALSH LID. Messrs. BREWER & Co., or from the Printers and Publishers, the "HORGEONG DAILY PRESS" Office...

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MAIL TABLES FOB 1908.

the dates of return Mails. Mounted on Card .... On Paper On Sale at the Hongkong Daily Press Office

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as

Hongkong, 17th January, 1908,

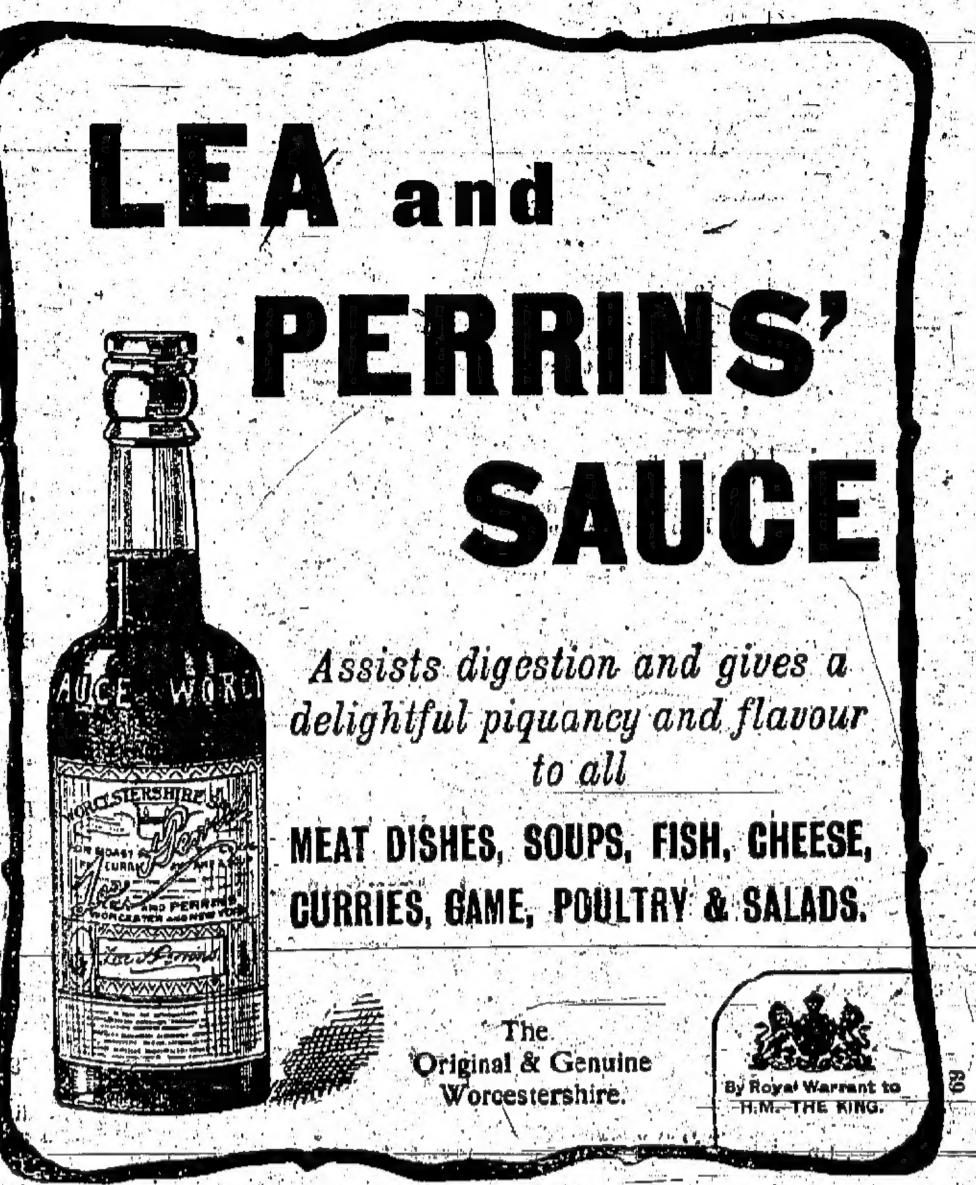
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THE LIARS

An Original Comedy, in Four Acts, by HENRY ARTHUR JONES

On THURSDAY, 20th February, ERIDAY, 21st February, and SATURDAY, 22nd February.

Doors open at 8.30 P.M. Performance at 9 P.M. Prices :3, S1 and \$1. Sailors and Soldiers in uniform Half-price to Pit Stalls and Pit. Booking Office at The ROBINSON PIANO CO., open on and after MONDAY 10th February, at 10 A.M. Hougkong, 7th February, 1908.





is an excellent tonic, bracing the system when everything

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else fails.



#### THE HARDEN TRIAL.

#### PUBLIC PROSECUTOR'S SPRECE.

The final stage of the trial of Herr Har en on a charge of criminal libel was entered upon on Dec. 31st, when the Public Presecutor, Dr. Isenbiel, delivered his speech for the prosecution.

. In a clear, concise manner he summed up the through the articles in the "Zukunit," he said Endeavour Society. Subject "What do wo that Herr Harden claimed that there was no libel in them. But if the accused had done nothing but refer to the "erotic friendship "of | Charter Road,-Sundays, 11.15 a.m. and 6 p.m. Prince Eulenburg and Count Kuno von Wednesda 8, 5.30 p.m. Reading Room open on Moltke, the libel would have ben serious. The week days from 11 n.m. to noon, and on Mondays articles, however, contained more than such in addition, from 5.30 p.m. to 6.30 p.m. references. Not a shred of proof had been brought to support Herr Harden's accusations against Count Kuno von Moltke and Prince

Dr. Isenbiel evoked laughter by observing that he had read up all the authorities on homosexuality, from Eswing to Ivan Bloch, but the trial had not afforded him an opporhis enviable command of language and fascinat. Amen. Voluntaries, Sonata in A Major, Rheining personality. But Herr Harden had not berger. fought in the open. His failing was a terrible N.B.-Psalm 47, Verses 1, 2, 5, 6 to unison. ruthlessness, which stopped at nothing, not 48, Verses 1, 6, 13 in union 49, Verses 3, 4, 15 and even the striding over corpses.

On what, he asked, had Herr Harden based his charges? On the testimony of a sick woman. Herr Harden had groped in the darkuess of a marriage chamber, and hung on a man of honour the raiment of a debauches. The trial had shown that there was no stain of dishonour on Count Kuno von Moltke's proud name. The Count would leave the Court with head erect,

the present proceedings. After defending his action in intervening in favour of Count Kune 3 p.m.; Sunday School at 3 p.m. on remaining you Moltke, Dr. Isenbiel referred to the motives Sundays. Wednesday:— Shortened Evening of Herr Harden. He declared that he believed Herr Harden really thought to serve the country by his action, but he had really done it the worst service, and had brought the Father. land into discredit abroad. In other countries the people rejoiced at the idea of a group surrounding Germany's splendid and energetic Emperor. Like Icarus, Herr Harden had tried to fly to the sun of majesty, but had fallen into the sea of lies.

"Where is your slique? You cannot mention a name to me," exclaimed the Public Prosecutor. After speaking for an hour and a half, Dr. Isonbiel said that he could not refrain from asking for the imprisonment of Herr Harden, who, he said, had done such immeasurable harm. He therefore demanded that the accused should be condemned to four month's imprisonment, that the sentence should be published in four leading newspapers, and in a prominent position in the "Zukunft," and that Herr Harden should bear the costs of both trials.

good-humoured style, and produced a decided Dr. Sello, on hehalf of the co-plaintiff, then spoke, generally following the arguments of the Public Prosecutor. He held Herr Harden

Dr. Isenbiel's speech was delivered in

responsible for a flood of fithy publications which ensued upon his articles in the "Zukunit," and which had a most prejudicial effect upon the public character.

#### JOINT STOCK SHARES.

Mesers Vernon & Smyth say in their weekly 1908.—Owing to the Chinese New Year holi-days the market has been practically closed up to the 5th, and the volume of business transacted during the week is consequently small; rates, however, have continued firm, and in many important cases show a further advance, with a lis moving away over the Pacific to the N.E. of buying tendency in evidence. The bulk of the Japan. more important Obinese trading o mmunity has not as yet seriously returned to business and until they do so, no general further improvement can to expected; the signs however, are as good as they were last week, and without undue optimism we look forward to at least a maintenance of the present firmness. Exchange on London T.T. 1/10-9/16. On Shanghai 741.

BANKS.-Hongkong and Shanghais have improved considerably from last week's nominal rate and after a fair number of sales at 15 and 720 for old, and at 710 and 715 for new shares, close firm at the last named rates, and although a very small lot of the old issue is offering at the time of closing without fluding any immediate buyers the market closes a firm one with a marked upward tendency. Nationals unchanged and without business.

MARINE I SURANCES. Unions continuing in strong demand the rate has improved to \$857 sfter a small reported sale at 845, the market closing firm at the former rate, with a continued scarcety of shares. We have no other change or business to report under this heading.

FIZE INSURANCES .- Hongkongs remain unchanged with no business. Chinas have changed hands at 97 and 93, closing with a few sellers at the latter rate.

SHIPPING .- Hongkong, Canton and Macaos bave continued to rule strong, and with no selless meeting the demand at 29, the rate improved to 291, after a small sale a 291, the market closing steady to strong at the higher rate. With the exception of Shells, which have improved to 46s, with buyers and no sales, we have no changes or business to report ander this heading.

REFINERIES-Nothing to report.
MINING-Charbonnages have changed hands at \$600, and more shares could be placed at that

rate. Raubs continue weak and without business at 8. Chinese Engineerings are enquired for at 154, but we have heard of no business, and shares continue very scarce and difficult to obtain at market rates. Langkate have improved to Tla. 450.

DOCKS, WHARVES AND GODOWNS-Hongkong and Whampoa Docks have been neglected with only small sales at 98 and 97, closing with sellers at the former and probable small buyers nt the latter rates. Kowloon Wharves remain quiet and without sales at quotation. closing with a few new issue shares on offer at quotations. The latest news from the north gives Shanghai Docks 80, Hongkew Wharves at 214; both with buyers. Amoy Dooks remain neg

LANDS, HOTELS & BUILDINGS .- With the exception of a decline in Kowloon Lands to 33 sellers, and a small demand for Humphreys at 10, we have nothing to report under this heading.

COTTON MILLS .- Hongkongs remain unchanged and without business. In the absence 4 of any quotations from the North we leave the Northern Mills without any alterations.

MISCHLLANEOUS.—China Providents are enquired for at 84. Powells at 5, and Weissmans

at 130. Sales have taken place of Cements at 114. Watkins at 21, and Watsons at 101. the last named closing with a small lot on offer at 10.40 : China Providents close with sellers at 81, and buyers at 82, and Coments with sellers at 114, and possible small buyors at Libii We have nothing further to report under this heading.

#### CHURCH SERVICES.

UNION CHURCH, Kennedy Road. Minister :--Rev. C. H. Hickling. Bible Sunday. Sunday 11 a.m. Worship Hymn 444, Pealm 19. Jubilate Dec (Garretts G. C. M.) Hymns 534, and 151; 4 p.m. Sunday Schools. 0 p.m. Worship. Hymn 50, Psalms 116. Hymn 429 and 441 Thursday 5.80 p.m. Cheir Rehearsal; 9.00 p.m. Literary Club. Lecture— Dr. Samuel Johnson," events which led to the present action. Going by Dr. A. P. Wilder. Friday 8 p.m. Christian

CHRISTIAN SCIENCE SERVICE. York Building ST. JOHN'S CATHEDRAL, Hongkong, -6th Febru-

ary, Sunday, oth after Epiphany. Holy Communion (7.30 a.m.) Matins (11 a.m.) Respect: Ferial. Venite: Saven. Psalms, of the 9th morning. To Deum, Woodward, Smart and Turle. Benedictus, Langdon. Hymns, 80, 272 215. The Preacher at datin will be the Lord Bishop of Victoria. Evensong. (5.45 p.m.) (Full Choir.) Responses, Feria'. Psalms, of the 9th tunity of applying the knowledge thus acquired." evening. Magnificat and Nunc Dimittis, Stan-Proceeding, he said he had followed Herr Har- ford in B flat. Another, "Sing O daughter of den's journalistic career, and he recognised Zion," Gadsby Hymns, 82 and 17. Sevenfold

G. P. in uniso . The Collections in St. John's Cathedral on Sunday next, February 9th will be devoted to the proposed Thank Offering in connection with the approaching Pan-Anglican Congress. The Bishop of Victoria will be the preacher in the Cathedral at Matins,

ST ANDREW'S, Kowloon. - (Robinson Road, near British School.) Sundaye 1-Holy Communion 1st and 5th Sundays in month at noon; 2nd and The baselessness of the charges against Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 6 p.m.; Children's Service Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only, Churchings before or after any of the services and Bapti ms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. JOSEPH'S CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sermon in-English, at 10 a.m. JUBILEE OF THE EVENTS AT LOURDES-The Roman Catholic in this Colony start to day the celebration of the Jubilee of the marvelous events which took place in the Gretto of Massabielle at Lourdes on the 11th February, 1853, by a Special Divine Service in the Cathedral of the Immaculate Conception; a Triduum (morning and evening Service) and on the 11th inst, the Jubilee day, a Solomn High Mass will be celebrated with Ponti-fical Assistance by His Lordship the Bishop Pozzoni, The Rvd. Father Habardi will preach at the gospel a Sermon of the occasion, following with a sole on Te Deum sung by the Choir and concluding with the Benediction.

The full description of these events were Written by Mr. Heari Lasserre, a book entitled. Notre Dame de Lourdes," Published in 1869. approved by the late Pope Puis IX, his "Breve"

dated the 4th September 1869.

At the Chinese Y. M. C. A. on Sunday afternoon at 3.10 o cleck Mr. Chan Chuk Nam of Wesleyan Church will speak at the Chinese meeting. At 4.30 Mr. W. H. Bundy of Boston will speak at the English meeting. All men of the colony are invited to attend these meetings."

### WEATHER REPORC.

The Hongkong Observatory yesterday issued the following report :--On the 7th at 11.50 a.m.—The depression

The barometer has risen over Japan and the N.E. coast of Chiqa, and fallen in S. China. The high pressure area still lies over the

strong monsoon may be expected in the Formosa Channel and the Coins Sea. Hongkong raintall for the 24 hours ending at 10 n.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to day is as follows :-

Hongkong & Neighbourhood & fresh to strong: Samsas No. 1. Formosa Channel ...

South coast of China between Same as No. 1. Hongkong and Lamooks. Bouth coast of Chius between Sameas No. 1. -Hongkong and Hainan.

For a good Complexion and clear Skin use

## Calvert's Carbolic Toilet Soap.

Firstly it is pure, an important reatter when you consider how often in the day Soap is used, and how sensitive your skin is.

Then it is antiseptic as well, (10% Crystal Carbolic) emollient and delicately perfumed.

In hot weather especially, its use is delightfully refreshing for general toilet purposes, cleansing the skin and removing the effects of perspiration.

Bold by local Chemists and Steres. F. C. Calvart & Co., Manchester, Eng.



# Lung Troubles. 6I am Rapidly Gaining Weight."

670 Dalmarnock Road, Glasgow.

Dear Sirs,—Two months ago a Glasgow professor and two doctors informed me that my left lung was ulcerated, and this following on three months of asthma was more scrious than they would tell me. I was down in weight from 9 st. 7 lb. to 7 st. 7 lb. and was advised to go abroad. My own doctor put me on Angier's Emulsion, and since taking it I am rapidly gaining weight, and expect soon to be back to my normal condition and be able to remain at home. I may tell you I have made emulsions and have tried many makes of same, but find Angier's more pleasant and palatable than any other.

FROM ALL CHEMISTS.

Angier's Emulsion not only soothes and heals the throat and lungs but it also promotes appetite, alds digestion and greatly improves the general health. It is particularly efficacious in cases, where there is loss of weight, and many of our estimonials refer especially to its weight-increasing powers. Angier's Emulsion Is prescribed extensively by the medical profession and is used in the hospitals. It is the most palatable of all emulsions and agrees perfectly with delicate stomachs.

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#### TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anomia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE : One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark :

The WARRANTE ST. MP of the UNION DES FABRICANTS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIN SAINT-RAPHAEL, Valonce (Drome-France).

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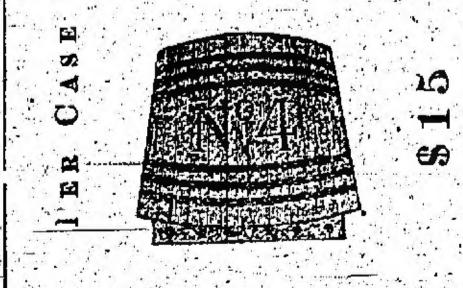
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A warranted cure for all acquired or constitutional Discharges from the Urinary Oreaus also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Borty years' success a Sold by all Chemises and Storckeepers



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Water on Blocks at Spring Tide DOCK No. 2 Extreme Longtin. Longia on Blocks Width of Entrance on Top .... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22

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FROM LST JANUARY, 1864 TO SIST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUL

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#### SHIPPING.

ARRIVALS. BOBNEO, German str., 1,344, F. Sembill, 7th February Sandakan 2nd Feb. Timber-Melohers & Co.

CHITUER, Chinese str., 7th February-Canton. GLAMORGANSHIRE, British str., 3629, H. C. Norris, 7th February-Singapore 1st Fab., General-Shewan, Tomes & Co. HANGSANG, British str. 1,356, S. Wilde, 7th Feb.-Shanghai and Swatow 6th Feb., General - Jardine, Matheson & Co.

PENINSULAR, British str., 2,919, R. A. Peters. 7th February-Yokohama and Shanghai 4th February, General—P. & O. S. N. Co.
RAJAH, German str., 1,(21, R. Petersen, 6th
February—Bangkok 29th January, Rice—
Butterfield & Swire.

PHOSHU MARU. Japanese str., 999, M. Nemote, 7th Feb.—Shanghai via Foochow Amoy and Swatow 6th February, General -Osaka Shosen Kaisha. TEAN, British str., 1,834, Outerbridge, 7th February-Manila 4th February, General

-Butterfield & Swire. WAKAMIYA MARU, Japanese str., 3,432, R. Takeda, 7th February-Moji lat February, General-Nippon Yusen Kaishs ...

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. th February. Auchenblae, British str., for New Castle. Awa Maru, Japanese str., for Kobe. Hangsang, British str. for Canton. Nord, Norwegien atr., for Saigon.

Peninsular, British str., for Europe, &c.

Zofiro, British str., for Manila."

DEPARTURES. 7th February. DELTA, British str., for Shanghai. DEUCALION, British etr., for Shanghai. HANGCHOW, British str., for Canton. HANOI, French str., for Haiphong. Hondber, British str., for Amoy. KIANGPING, Chinese str., for Canton. KWONGSANG, British str., for Swatow. Linan, British str., for Amoy, Lydia, German str., for Canton. MEEFOO, Chinese str., for Shanghai. MENELAUS, British str., for Taikoo. NANCHANG, British str., for Canton. PRINZ SIGISMUND, German str., for Nagasaki. TRIUMPH, German str., for Hollow. YUBERANG, British str., for Manila.

SHIPPING REPORTS. The British Mr. Glamorganshire reports: Strong N. F. morsoon, rough seas, equally

VESSELS IN DOCK

February 7th. ABBEDEEN DOCKS. - Nerile. ROWLOOM DOCKS-Neil Mcleod, Germania, Amigo, Sorsogon. China, Scheiff, Tsintau, Cyklop, Shantung. COSMOPOLITAN DOCKS.—Singon, Suitang, Chir shing.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUL TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDOR THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAR PORTS.

THE Steamship

"PENINGULAR," R. A. Pelers, carrying Majesty's Mails, will be despatched from for Bombay &c. on SATURDAY the 8th February at Noon, taking passengers and cargo for the above portin connection with the Company s.s. "MACEDONIA," 10,500 tons, from Colombo passengers' accommodation in which vesse. is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marselles and London.

Parcels will be received at this Office unti 4 P.M. the day before sailing. The content

and value of all packages are required.

For further particulars, apply to Superintendei t.

FOR SINGAPORE, PENANG AND CALCUTTA

Hongkong, 8th February, 1968.

THE Steamship

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports TO-DAY, the 8th inst, at 3 P.M.

For Freight or Passage, apply to DAVID BASSOON & Co., LTD., Agents. Hongkong, 5th February, 1908.

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALE AT MALABAS

PROPOSED SAILINGS FROM HONGEONS

FOR BOSTON AND NEW YORK. S.S. "SHIMOSA" ... 12th February. For Freight and further information, apply 1 DODWELL & CO., LD.

Hongkong, 21st January, 1968. 167.

AUSTRIAN LLOYES STEAM NAVI GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

HE Company's Steamship

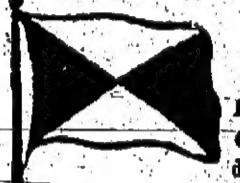
Capt. Bednarz, will leave for the above places on FRIDAY, the 14th just, A.M. This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess. For Freight or Passage, apply to

SANDER, WIELER & CO. Prince's Building. Hongkong, 7th February, 1908.

#### ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commenting from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Ko to on "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section. 1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

h							
	DESTINATION	vessel's names	PLAG & BIG	PLAG & RIG	CAPTAIN	FOR PRINGHT APPLY TO	TO BE DESPATCHED
Ri	LONDON 4 B B		Carlotte Barrer		D A DA		
0.	LONDON &c., VIA UNUAL PORTS OF CALL	PENINSULAR	Brit. str.	Topas de Carama	D. A. Peters	P. & O. S. N. Co	To-day, at Noon.
h	MARSEILLES, HAVRE & HAMBURG, &c	FLINTOHIBE	firit str		Hebal	Shewan, Tomes & Co.	On 20th inst.
- 1	MARSEILLES. &c., VIA PORTS OF CALL	OCEANIEN	Fr. str.		Habel	HAMBURG-AMBRICA LINIB MESSAGERIES MARITIMES	On 18th inst.
4	MARSEILLES, HAVRE & COPENHAGEN &c	PETRONIA	Dan. str.		H. Pybus	-Массилев & Со.	On 18th inst., at 1 P.M. On 21st inst.
	MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &C	RHENANIA	Ger. str	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 26th inst.
at l	MARSEILLES, LONDON & ANTWERP	PALAWAN	Brit. str	<b>—</b> {	C. R. Longden, B.N.R.	P. & O. S. N. Co	About 12th inst.
""	ROTTERDAM & HAMBURG VIA STRAITS, &c	AMBRIA	Ger. str	k.w.	Schwinghammer	HAMBURG-AMBBIKA LINIH	On 10th March.
h	HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	ELAVONIA	der. str	k.w.	Kotzte	HAMBURG-AMBRIKA LINID	On 3rd March.
al	BREMEN & HAMBURG VIA STRAITS, &c	SPEZIA		k. w.	Peter	HAMBURG-AMBRIKA LININ	On 24th inst
	NAPLES: GENOAR ALGIERS GIBBALTAR &C	Prinz Heinbich	Ger. str.		P. Grosch	Mulchurs & Co.	On 12th inst., at Noon.
R.	TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus, str.	• ·	Gillhuber	BANDER, WIELER & Co	About 24th linet.
7,	BOSTON & NEW YORK BOSTON & NEW YORK VIA PORTS & SUBZ CANAL	SHIMOPA			Roman	BODWELL & Co., LTD.	On 12th inst.
Y 10	NEW YORK VIA SUEZ CANAL	Kennebec Indrani	Brit, str Brit, str		Beynon MacFarlane	STANDARD OIL CO.	About 7th Maach.
	NEW YORK VIA PORTS & SUEZ CANAL	SAINT PATRICK	Brit. str.			SHEWAN, TOMES & Co., LD.	On 22nd inst., at 3 P.M. About 16th March.
11	VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.	144 100 040 040 404 704		On 13th inst., at 4 P.M.
4, 11	VANCOUVER VIA SHANGHAI JAPAN, &c	MONTEAGLE	Brit. str	1 m.		CANADIAN PACIFIC R. Co	On 22nd April, at Noon.
	VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC.	Am. str.	_	Cowley		On 13th inst.
	CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str	A -	D. Mori	TOYO KISEN KAISHA	Sometime in March.
	AUSTRALIAN PORTS VIA MANILA	CHANGSHA		1 m.	G. W. Eidy	BUTTERFIELD & SWIBE	On 11th inst, at Noon.
For T	AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str		D. Lenz	MELCHNES & Co.	On 27th inst, at 5 P.M.
*	AUSTRALIAN PORTS VIA PORT DARWIN &c.	EASTERN	Brit, etr.		MoArthur	GIBB, LIVINGSTON & Co	On 29th inst., at Noon.
	JAPAN CHEROO	TJIPANAS	Dut. str.	- 10 11 11	Pand P	JAVA-CHIMA-JAPAN LIJN	Quick despatch.
1 4	TSINGTAO & CHEFOO	KWEIYANG	Brit, atr.	l m.	Dowson T. Stehr	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
	SHANGHAL VIA SWATOW, AMOY & FOOCHOW	SHOSHU MARU	Jap. str.		M. Nemoto	HAMBURG-AMBRIKA LININ	On 10th inst. On 11th inst., at 10 A.M.
	SHANGHAI	HANGSANG	Brit. str.		A. E. Sandbach	-JABDINE MATHESON & Co., LD.	On 11th inst., at Noon.
	SHANGHAI & CHINKIANG	HANGCHOW	Brit. str		Mawley	BUTTERVIBLD & SWIRE	On 11th inst., at 4 P.M.
. 2	SHANGHAI		Brit. str	_ 1 _ 1 _ 1 _ 1 _ 1 _ 1 _ 1 _ 1 _ 1 _ 1	H. A. Wall	BUTTHEFIELD & SWIEH	On 11th inst., at 4 P.M.
191	SHANGHAI	SHAOHSING	Brit. str	1 m.	L. D. Northcombe	BUTTERVINLD & SWIRE	On 12th inst., at 4 P.M.
	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN	Ger. str		B. Wilhelmi	Милсива & Со.	About 12th inst.
	SHANGHAI, YOKOHAMA & KOBE	YORWARRTS	Ans. str		B. Bednarz	SANDER, WIELER & Co	On 14th inst., A.M.
4	SHANGHAI, YOKOHAMA KOBE & MOJI	KUTSANG	Brit. str.		Bradley	JARDINE, MATHESON & Co. LD.	On 14th inst., at 4 P.M.
2.	SHANGHAI, YOKOHAMA & KOBE	CATHAY	Dan. str	1	er bereinten enter meren ausbar	11	On 13th inst.
	CHANGUAT VOROUAMA, 6 PODE	Sambla,	Ger. str		To rease	HAMBURG-AMERIKA LINIE	On 15th inst.
	NINGPO & SHANGHAI	HOHENSTAUFEN YOCHOW	Brit. str	k. w.	F. Northcombe	BUTTERFIELD & SWIRE	On 21st inst. On 10th inst., at 4 P.M.
	AMOY (DIRECT)	TAISANG.	Brit, etc.		D. Christie	JARDINE, MATHESON & Co., LD.	On 10th inst. at Noon.
	TAMBUI VIA SWATOW & AMOY	JOSHIN MARU	Jan. str	A	H. S. Smith	OBAKA BHOSEN KAISHA	To-morrow, at 9 A.M.
	SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str		J. S. Roach	DOUGLAS LAPRAIR & Co	To-morrow, at 10 A.M.
	SWATOW, AMOY & FOOCHOW	HAIMUN	Brit, str	2 h.	A. J. Fobinson	DOUGLAS HAPRAIR & Co	On 11th inst, at 10 A.M.
7	HOJHOW & HAIHPONG	SINGAN	Brit. str.		Jameson	BUTIERPIELD & SWIRE	To-morrow, at 10 A.M.
-	MANILA	ZAFIRO	Brit, str		Rodger	SHEWAN TOMBS & Co.	To-day.
	MANILA		Brit, str.	1	A. Sommerville	BUTIERFIELD & SWIRE	On 11th inst., at 4 P.M.
3 :	MANILA MANILA		Brit, str.		S. J. Payne	JABDINE, MATHESON & Co., LD.	On 14th inst., at 4 P.M.
y			Brit. str Brit. str		A W Ontarindan	BHEWAN, TOMES & Co. BUITERFIELD & SWIRE	On 15th inst
	MANILA		Brit. str.			JARDINE, MATHREON & Co., LD	On 18th inst., at 4 P.M. On 21st inst., at 4 P.M.
	ILOILO & CEBU		Brit. str.		G. H. Pennefather	BUTTERFIELD & SWIED	To day, at Noon.
S.A.	-CERU & ILOILO	KAIFONG	Brit. str		Mathias	BUTTERPIELD & SWIRE	On 15th inst., at 4 P.M.
1	BANDAKAN	MAUSANG	Brit, str.		R. Houghton	JARDINA, MATHERON & Co., LD.	On 11th inst., st.4 P.M.
	KUDAT & SANDAKAN	BORNEO	Ger. str		F Sembill	MELCHER & Co.	Middle of February.
	DUMBAL VIA SINGAPORE & PENANG	LEVANZO	Ital. str		Belsito	CARLOWITZ & CO	On 12th inst., at Noon.
at	SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.		J G. Olifent	DAVID BASSOON & Co., LTD	To-day, at 3 P.M.
	SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str	The same of the sa	Mr. B. Lake	JARDINE, MATHESON & Co., L.D.	On 20th inst., at 3.r.m.
91.	BATAVIA, CHERIBON, SAMARANG, &c	TAIRMANN PROPERTY.	Dut. str	100	VAL PININGFICK	JAVA-CHINA-JAPAN LIJN	About 11th inst.
4.6		Carlot 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			And the second of the second	The Contract of the Contract o	
	LHONGKON	CIMAN	ITA	8 7 <u>1</u> 4			



### HUNGKUNG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manils, Saloon smidships, Electric Light, Perfect-Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers:

#### CHINA AND MANILA

STEAMSHIP COMANY, LIMITED.

BURNELLE TONS.	CAPTAIN	POR	DARRING DATE.
ZAFIRO		Manila Manila	On 8th February.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGEES Hongkong, 4th February, 1908.



R.M.S.

HONGKONG-NEW YORK. AMERICAN ASIATIO STEAMSHIP COMPANY

YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

-S.S. "SAINT PATRICK ... ... About 16th March. For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 128th January, 1908

#### RAILWAY. PACIFIC COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE PHAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER II days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOROHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). Tons LRAVE HONGKONG ARRIVE VANCOUVER " THURSDAY, 13th Febr. ... 2nd March "EMPRESS OF JAPAN" 6.000 12th March ... 30th March "EMPRESS OF CHINA" 6,000 THURSDAY, ... THURSDAY, 9th April ... 27th April "EMPRESS OF INDIA" ... WEDNESDAY, 22nd April ... 16th May

Intermediate Steamers at 12 Noon.

MONTEAGLE" ...... 6,163 THURSDAY, 7th May ... 25th May EMPRESS OF JAPAN" 6,000 THUESDAY. 4th June. ... 22nd June "EMPRESS OF CHINA" 6,000 "EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN). KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 294 days from HONGKONG. - Hongkong to London, 1st Class ........ via St. Lawrence River Lines or New York £71.10

Intermediate on Steamers and let Class Railways ... } # 240, , 242. First Class rates include cost of Meals and Berth in Sleeping Car while crossing the

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates. affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WOBLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Prays opposite Blake Pier.

### EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

ST. PETERSBURG & VLADIVOSTOCK.

# GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. STHAMBES. DATE OF SAILING. DESTINATION

SHANGHAL YOKOHAMA & KOBE MARSEILLES, HAVRE COPENHAGEN & ST. PETERSBURG-5

"CATHAY" ..... On 13th February. "PETRONIA" ..... On 21st February.

For Further Particulars, apply to Hongkong, 4th February, 1908.

MELOHERS & CO. AGENTS.

# NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC BAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Saiung Date.
† KUMERIC	6,232 9,606 9,606 6,232	Cowley E. V. Roberts T. W. Garlick W. Shotton	On 13th February. On 21st February. On 17th March. On 9th April.
		Cargo only.	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensured steadiness at B'a Electric fan in each room. Barber's shop and steam laundry. - Cargo carrie in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEER'S BUILDINGS.

Hongkong, 7th February, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). \*\*SH'HAI, YOKOHAMA, KOBE & MOJI "KUTSANG"..... Friday, 14th Febr., 4 P.M.

\*\* MANILA ...... "LOONGSANG" Friday, 14th Feb., 4 P.M.

\* SINGAPORE, PENANG & CALCUTTA" NAMSANG .... Thursday, 20th Febr., 3 P.M. \* MANILA ...... "YUENSANG" ... Friday, 21st Febr., 4 P.M. FOR THE MANILA CARNIVAL. A Special reduced fare of \$50 for Beturn Passenges will be issued for our Sallings to Manila of the 21st and 28th instant, available for 80 days from date of issue. Passengers taking out

these tickets are exempt from the Head Tax. These Steamers have superior accommodation for First-Class Passengers and are fitted Eastern and Western-Coast-Ports of South throughout with Electric Light, + Taking Cargo on Through Bills of Lading to Yangtone Ports, Cheloo, and Tientein via Chingwantau.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 8th February, 1208. GENERAL MANAGERS.

#### VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 9th inst., at 10 a.m.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 6th February, 1908.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGA-PORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA also VENICE and TRIESTE, all MEDITER-SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHLONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

#### THE Steamship

"LEVANZO," Captain Belsito, will be despatched as above on WEDNESDAY, the 12th Febr., at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, 31st January, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON. SINGAPORE, BATAVIA. COLOMBO, AUSTRALIA, EGYPT ADEN. MARSEILLES, LONDON, HAVE BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIEN, Captain Maguen, will be despatched for

MARSEILLES, on TUESDAY, the 18th February, at 1 P.M. Passage tickets and through Bills of Lading. issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Next sailings will be as follows :--S.S. "ERNEST SIMONS!"... 3rd March. S.S. "TONKIN" "POLYNESIEN" ... Slat March.

Hongkong, 7th February, 1808



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE. PENANG. COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, . to PERSIAN GULP, RED. SEA, BLACK BRA, LEVANT, VENICE and ADBIATIO

THE Company's Steamship

"AUSTRIA," Capt. Gillhuber, will be despatched as above on or about MONDAY, the 24th February. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight:

apply to SANDER, WIELER & Co., Princes Buildings.

Hongkong, 29th January, 1908. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at FORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TABMANIA, Sc.)

THE Steamship "EASTERN.

Captain McArthur, will be despatched as above, SATURDAY, the 29th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B .- To assure the additional comfort of

passengers the Steamers of the Company have electric fans fitted in staterooms. For Passage, apply to
GIBB, LIVINGSTON & Co.,

Hongkong, 5th February, 1908, 317 -TOYO KISEN KAISHA.

SOUTH AMERICAN LINE. Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.)

With Liberty to call at Honolulu and

Salina Cruz. Steamers

KASATO MARU" ..... 6,100 Sometime in Taking Freight and Passengers to other America in connection with Steamers of the

> K. MATSDA, Manager, York Building.

Hongkong, 27th December, 1907.

Pacific S. N. Co.

REMARKS.

LONDON VIA USUAL PORTS | PENINSULAR ..... | Noon. 8th | See Special OF CALL ...... Capt. R. A. Peters .....

Febr. I Advertisement.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th February, 19(8

FOR	BTHAMBES	TO SAIL.
ILOILO and CEBU	. STINGETANCE	
BUILDY AND HALPHING	HISTORIANI II	On 8th Febr., Noon.
NINGPU and SHANGHAI	"TOCHOW"	On 9th Febr., 10 A.M.
MANILA ZAMBOANGA, PORT	TOOTO A	On 10th Febr., 4 P.M.
DARWIN, THURSDAY ISLAND.		
COOKTOWN, CAIRNE	a to the contract of the contr	
TOWNSVILLE, BRISBANE		
SYDNEY, HOBART, LAUNCE.	* T "CHANGSHA"	On 11th Febr., Noon.
STON NETT CHAIL		ON ALIM PODE, MOON,
STON, NEW ZEALAND,	io.	
MELBOURNE ADELAIDE,	A Section 1	114
WHAT I INTERIOR CONTRACTOR OF THE PROPERTY OF		
TSINGTAU and CHEFOO		On 11th Fabr., 4 www
BHANGHAI and CHINKIANG		
SHANGHAI MANILA SHANGHAI	# KIUKIANG"	On 11th Fabr A
MANILA	"TEAN"	On 11th Pake 4 was
BHANGHAI	+ "SHAOHSING"	Or 120 Pale 7
CEBU and ILOILO	* "KATFONG"	On 15th Gal-
SHANGHAI CEBU and ILOILO MANILA The attention of Passengers is div	· UTANTING ?	On 10th Baby, 4 F.M.
The attention of Passengers is directed throughout with	ested to the america account	OH LOUR TODY., & P.M.
steamers, which are fitted throughout with	Electric Light The 2 11-2	mountain onesed by these
urgeon is carried.	THE THE PROPERTY OF TANKERS	Tanie. To duty qualified
Taking Cargo on through bills of la		
1	KUDE to all I speciase and No.	Pthorn Chine Donto

Taking Cargo and Passengers at through rates or all New Zealand Ports and other estralian Ports. REDUCED SALOON FARES, SINGLE AND BETURN TO MANILA AND -AUSTRALIAN PORTS.

For Freight or Passage, apply to-Hongkong, 8th February, 1908.

BUTTERFIELD & SWIRE, AGENTS.

### NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

POR	STHAMBES	70 SATE
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	Capt. Grosch	Wed'day 12th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE	"GOEBEN" ~ Capt, Wilhelmi	About Wed'day 12th February
	Capt. F. SEWRITZ	Middle of Feb.
BANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 27th Febr., at 5 P.M.

NORDDEUTSCHER LLOYD, MELCHERS & CO. GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th February, 1908.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA,

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO. S. S.S. VIA SWATOW 5 "JOSHIN MARU" SUNDAY, 9th Febr., AND AMOY ... Capt. H. S. SMITH

+ SHANGHAL VIA SWATOW, ["SHOSHU MARU" TUESDAY, 11th Febr., AMOY AND FOOCHOW Capt. M. NEMOTO

These Steamers have excellent accommodation for First and Second Class Passangers, and are fitted throughout with electric light. First-class Saloon Amidships, Unrivalled Table. + Taking Cargo on through Bills of Lading to all Yaugteze and Northern Chins Ports. For Freight, Passage, and further information, apply at the Company's local Branch, Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th February, 1:08.

I. ARIMA, Manager,

SS. SLAVONIA ... 3rd March.

### HAMBURG-AMERIKA HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Bailings from JAPAN, CHINA and PHILIPPINES, via SURAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

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BELGRAVIA Kth March	FOR HAVRE, BREMEN & HAMBURG

FOR ROTTERDAM & HAMBURG: 8.8 AMBRIA... 10th March. COAST SERVICE. S.S. KOWLOON ... FOR CHINGKIANG & WUHU .. On 10th February. Freight

For Further Particulars, apply to-

HAMBURG-AMERIKA LINTE, Hongkong, 6th February, 1908. Hongkong Office.

# THOS. COOK & SON.

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VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS. LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE," Will be deepstched for the above Ports of THURSDAY, the 20th February.

Agents. Hongkong 23rd January, 1908.

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL. WITH LIBERTY TO CALL AT MALABAR COAST.

THE Steamship

Captain MacFarlane, will be despatched as above on SATURDAY, the 22nd February, at 3 P.M., instead of as previously advertised. For Freight, apply to JARDINE, MATHESON & Co. Hongkong, 6th February, 1908.

SHIPPING IN PORT.

January—Hollow 16th January, General - Jebsen & Co. AUCHENBLAE, British str., 2,597. Mair, 30th

January-Port Kembla 3rd January, Coal -M. M. & Co. AWA MARU, Japanese str., 3,912, F. E. Cope. 6th February-Singapore 31st January, General-Nippon Yusan Kaisha.

BLUECROSS, British str., 1,959, W. J. Heselton, Srd February-Cardiff 6th December, Coal —Admiralty. Bourson, French str., 997, Le Bail, 2nd Feb.

-Saigon 28th Jan., Rice-Chinese. CHANGSHA, British str., 2,269, G. W. E.dy, 5th February-Sydney via Ports and Manile 2nd Feb., General—Butterfield & Swire. CHINA, American str., 3,186, D. E. Friele, 1st February-San Francisco 31st Dec.,

General - P. & O. S. S. Co. CHIPSHING, British str., 1,199, F. Mooney, 29th January-Swatow 28th January, General -Jardine, Matheson & Co.

CHIYUWN, Chinese str., 1,177, C. Stewart, 3rd February-Shanghai 31st Jan., General-Chowra, German str., 1,055, G. Spiesen, 3rd February-Saigon 29th January., Rice-

Butterfield & Swire. DRUMGRITH, British str., 2,476, J. Tairweather, 4th Feb.-from Bristol Channel, Coal-

EMPRESS OF JAPAN, British str., 3,039, H. Pybus, R.N.R., 13th January-Vancouver, B.C. 24th Dec. via Japan Ports and Canadian Pacific Railway Co.

FRITHJOF, Norwegian str., 891, Olaf Andersen, 3rd February-Saigon 29th Jan., Rice-Asgard, Thoresen & Co.... HAITAN, British str., 1,183, J. S. Boach, 6th February Foochow Feb. 3rd, Amoy 4th,

& Swatow 5th, General-Douglas, Lapraik HANGCHOW, British str., 999, Mawley, 6th Feb. -Shanghai 2nd Feb., General-Butterfield & Swire.

HELLAS, German str., 1,553, J. Sach, 6th Feb. - Wakamatsu Slat January, Coal -Siemssen & Co. HILARY, German str., 1,850, H. Uecker, 22nd

Jan.-Macassar 13th Jan., General-Java China Japan Lijn, JAPAN, British str., 3,806, J. G. Olifent, 1st WAISHING, British str., 1,170, W. J. Richard, February-Nagasaki 28th Jan. Coal and

General David Sassoon & Co., Ltd. JOSHIN MARU, Japanese str., 702, H. S. Smith, 6th Feb.—Tamsai via Amoy and Swatow 5th Feb., General—Osaka Shosen Kaisha. KIANGPING, Chinese str., 1.222, H. Uddin, 6th February-Chinkiang 1st Feb., General-

Kowloon, German str., 1,427, H. Enigk, 4th ZAFIRO, British str., 1,629, R. Rodgers, 3rd February-Chinking Sist Jan., General-Hamburg-Amerika Linie.

KWANGSE, British str., 1,228, H. Scott, 4th Feb.-Chinkiang and Wuhu 31st Jan., General-Butterfield & Swire. KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 31st January - Shanghai 28th Jan., General

-Chinese Kwaivano, British str., 1,044, M. Dowson, 29th January-Hoihow-28th-Jan., General-Butterfield & Swire. LABRIES, British str., 1,340, J. B. Jackson, 6th

February Saigon 1st February, Rice and General-Chinese. LANDRAT, FCHEIFF, German str., 1,012, H. Grandt, 4th February-Shanghai 31st Feb. -Siemssen & Co.

LEVANZO, Italian str., 2,281, Belsito, 6th Feb. - Bombay and Singapore 30th January, General-Carlowitz & Co. Lydia, German str., 1,771, Meyer, 5th Feb. -Wuhu 30th Jan., Rice-Siemssen & Co.

MACHEW, German str., 996, Zallner, Stat Jan -Bangkok 23rd Jan., Rice. - Butterfield

MANCHURIA, American str., 8,750, J. W. General—Pacific Mail Steamship Co. MAUSANG, British str., 1,644, R. Houghton, 29th January-Sandakan 23rd January, Timber and General-Jardine, Matheson

MERAPI, Dutch str., 1,937, Uldall, 3rd Feb. -Java and Singapore 27th January; General For Freight and Further Particulars, apply to- NANCHANG. British str., 1,040, W. Miller,

5th February—Shanghai 2nd February, Ganeral—Butterfield & Swire. NANSHAN, British str., I,299, Allan Jones, 6th February-Saigon 1st February, Rice-Bradley & Co. NEBITE, Dutch str., 1,453, Westers, 2nd Feb.-

Pulo Sambo 19th January, Kerosine Oil-Meyer & Co. NISSIN MARU, Japanese str., 1,957, S. Shirakawa, 2nd Feb. - Moji 27th Jan., Cosl-Mitsui & Co. NORD, Norwegian str., 730, G. Haraldsen, 14th January Bangkok and Anning 7th Jan.,

Salt and Rice-Assaard Thoresen & Co. ORLAND, British str., 917, T.A. Las, ora Feb. Rajang (Borneo) 27th January, Timber.— Wallem & Co. Parsia, British str., 2,744, A. Dixon, 11th Jan. -San Francisco 7th Dec. & Portland, Or, 15th Dec., Flour-O. & O. S. S. Co.

PHEUMPERH, British str., 1,300, J. H. Scoft 2nd Feb., Saigon 28th January, Rice-Chinesa. PHRANANG, German str., 1,021, F. Bucking,

Butterfield & Swire. PHU-YEN, French str., 1,299, Bouisson, 6th Feb. -Saigon lat Feb., Rice and Paddy-Bradley & Co.

PROMETHEUS, Nor. str., 1,024, O. Corneliussen, 4'h February Bangkok 26th Jan., Rice-Nippon Yusan Kaisha. PRONTO; Norwegian str., 838, T. Seeberg, 25th January-Saigon 19th Jan., Rice & Flour -Wallem & Co.

SHAOHSING, British str., 1,807, McIntosh, 6th February-Shanghai 3rd Feb., General-Butterfield & Swire, SHIMOSA, British st., 2.699, H. S. Best, 3rd Feb.—Shanghai 30th Jan., General—

Dodwell & Co. Singan, British str., 1,046, F. Jamieson, 20th January—Haiphong and Hollow 19th Jan. Rice and Line Stock-Butterfield & Swire. STANDARD, Norwegian str., 894, R. N. Bull, 13th January—Cebu and Philipine Island 8th Jan., Ballast-Wallem & Co.

Suisand, British str., 1.769, W. D. Welsh, 19th Jan.-Hongay 17th January, Coal -Jardine, Matheson & Co. SUNGRIANG, British str., 987, G. H. Pennefather, 3rd Febauary-Iloilo 30th January,

-Butterfield & Swire. TAISANG, British str., 1,544, D. Christie, 4th February-Iloilo 31st January, Sugar-Jardine, Matheson & Co.

TAISHAN, British str., 1,411, Laing, 23rd Jan. -Saigon 18th January, General-Bradley Shanghai 11th Jan., Mails and General TAIWAN, British Str., 1,042. J. A. Martin, 6th February-Saigon lat February, Rice and

General-Chinese. INGBANG, British str., 1,400, E. M. Reynolds, 27th January — Wakamatsu 22nd Jan., Coal — Jardine, Matheson & Co. TJILATJAP, Dutch sir, 2,475, van Emmerick,

5th Fabruary-Moji 31st January, Coal-Java China-Japan Lijo. TSINTAU, German str., 996, O. Koch, 25th Jan. -Bangkok Jan. 15th, and Holhow 25th,

Rice and Meal - Butterfield & Swire -Tungshing, British str., 1,176, W. Stalker, 5th February-Wahu and Chinking 31st Jan., General-Jardine, Matheson & Co. VORWARETS, German str., 643 B. Ohlsen, 29th January - Swatow 28th Jan. General -Jebsen & Co.

5th February - Weihaiwei 31st January, General - Jardine, Matheson & Co. YATSHING, British str., 1,424, M. Coutney, 546

February-Wuhu 31st January, Rice-Jardine, Matheson & Co. Yochow. British str., 1,305, F. D. Northcombe, 3rd February - Shaughai 30th January,

General—Butterfield & Swire. February-Manila lat February, Hemp and Sugar -Shewan, Tomes & Co. SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, L. D. Vance, 24th August-New York lat May, Case Oil-Standard Oil Co.

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NOTICE TO CONSIGNEES. HE Steamship "KLEIST."

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 1st inst., at NOON. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A'M. All Claims must reach us before the 12th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD,

MELCHERS & Co. -Hongkong, 1st February, 1908.

NOTICE TO CONSIGNEES. THE H.A.L. Steamship

Captain Hasse, having arrived Consignees f Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate

delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Saunders, 5th Feb.—San Francisco via Any Cargo impeding her discharge will be Ports and Shanghai 3rd Feb., Mails and landed into the hezardons, and/or extra hazardous Godowns of the Hongkong and

and stored at Consignees' risk and expense. days of the steamer's arrival hore after which Godown Company's Godown at Kowloon, where date they cannot be recognised. have left the Godowns, and all Goods the Goods are landed.

All broken, chafed, and damaged Goods are to be left in the Godowne, where they will be examined on the 10th inst., at 3 P.M. No Fire Insurance has been effected,

HAMBURG-AMERIKA LINIE, "ongkong Office. Hongkong, 7th February, 1908.

NORDDEUTSCHER-LLOYD, BREMET IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"PRINZ SIGISMUND."

having arrived, ousignees of cargo are hereby informed that their Goods, with the exception of Opium Treasure and Valuables. are being landed and stored at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon wheres delivery

No claims will be admitted after the Goods have left the Godowns and all goods remaining. undelivered after the 11th inst., will be subject All broken chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M All claims must reach us before the 15th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. NORDDEUTSCHER LLOYD. MELCHERS & CO.,

Hongkong, 4th February, 1908

S.S. "ERNEST-SIMONS." COMPAGNIES DES MESSAGERIES MARITIMES NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Douro" and "Matapan," from Bordeaux ex s.s. " P. Leroy Lallier," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the basardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Go. down Co., Ltd., at Kowloon, whonce delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unlessintimation is received from the Consignees

before NOON, To-DAY, requesting it to be Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst, or they will not be recognised. All damaged packages will be examined on MONDAY, the 10th inet., at 3 P.M. No Fire Insurance has been effected.

MILLET

Hongkong, 3rd February, 1908. NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies). NOTICE TO CONSIGNEE

FROM BOMBAI AND SINGAPORE.

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be oblained, Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to reut.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will bo examined on the 14th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & CO.,

Agents. Hongkong, 6th February, 1908. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DELTA." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mack by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London So, or s.s. " Mooltan." From Australia ex s.s. "Mongolia." From Calcutta, ex s.s. "Ceylon."

From Persiah Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before Goods not cleared by the 12th iost, at

P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Go-

downs for examination by the Cousignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the stemmer's arrivat here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT Superintendent\_ Hongkong, 6th February, 1903. NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP. LONDON, COLOMBO AND

SINGAPORE. THE Company's Steamship

"AWA MARU;" having arrived from the above Ports, Consignees Kowloon Wharf and Godown Company, Limited, of Cargo are hereby informed that their Godda are being landed and placed at their risk All Claims must be presented within ten in the Hongkong and Kowloon Wharf and No Claims will be admitted after the Goods mark and delivery can be obtained as soon as

remaining undelivered after the 10th inst., Optional Goods will be carried on unless will be subject to rent. instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 13th inst., 1908

will be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at an appointed hour. All Claims must be presented. within ten days of the steam r's arrival here. after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

Hongkong, 6th February, 1908. . 332 Gutler, Palmer & Go.'s

NIPPON YUSEN KAISHA.



Gutler, Palmer & Go., London. AGENTS

HONGKONG. NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH APRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly vervice hence to CALCUTTA. Sailings from LALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

DODWELL & CO., LIMITED General Agents for China and Japan Hongkong, 4th August, 1898, FOR EUROPE & AMERICA. INDIA, AUSTRALIA, &C.,

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Shell Transport Co.

Star Ferry......

Peak Tramways .....

Philippine Co. ......

Refineries

S'hai & H. Wharf... Tis. 100

PAID UP.

ron'	CE NOTICE	DATE
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anghai, Nagasaki, Kobe and Yokohama	Glamorganshire	Saturday, Sth. 10.00 A.M.
and Cobu	Zalire	Saturday Sth. 16.00 A.M.
inila		Saturday. 8th.
BOPH &c. India via Tuticoria		I Printed Matter and Dail.
Late Letters 11, 0 A.M. to Noon Extra		pled
Postage 10 conts)		Registration 10.00 A MI
(Supplementary mail on board up to the	Penincular	fee of 10 cents, up to
time fixed for departure of the mail } Extra Postage 10 cents.)	A Britishator	-10.4-A.M.)
(Letters posted in all the Pillar Boxes		Registration, Kowloo
in time for the first clearance will be [ ]		В.О10.00 А.М.
included in this contract mail.)		No late fee. Letters 11.00 A.M.
	Sui Toi	Saturday, 8th, 1.15 P.M.
agapore, Penang and Calcutta	Japan	Saturday, 811, 2.00 P.M.
- at Qinganaya Panang and Itangoon	Germania	Saturday, Sth. 3.00 P.M
hornore Colombo and Bombay	Wakamiya Maru.	
town and Rangkok	Joshin Maru	Sunday. 9th. 8.00 A.M.
vatow, Amoy and Tameni	Bingan	Sunday. 9th. 9.00 A.
watow, Singapore and Bangkok	Phranang	
PANGHAL NAGASARI, KOBE, LOKOHAMA, [	Chi a	Sunday, 9th, 9.00 A. 1
HONOLULU and BAN PRANCISCO	1 1 1	h au 000
watew, Amoy and Foochow	Haitan	Manday 16(b:11.00 A.M.
moy atavia, Cheribon, Samarang, Soorabaya and	******	
The appear	Tiletjap	
Inone and Bhanghai	Yoehow	Monday, 10th, 8.00 P.M. Tuesday, 11th, 9.00 A.M.
tow Amoy and Foochow	Haimun	Tuesday, 11th, 9.00 A.M.
Canila Zamboanga, Port Darwin, I hursday	1	
Island, Cooktown, Cairns, Townsville, Erisbane, Sydney, Hobart, Launceston,	Changsha	Tuesday, 11th, 11.00 AM.
New Zealand, Melbourne, Adelaide, Perth,		N-4
and Fremantie	A51	Tuesday, 11th, 1.00 P.M.
lanokok.	Machew	Tuesday, 11th, 8.00 P.M.
Inila	the second secon	Tuesday, . 11th, 3.07 P.V.
25	Hanachore	Tuesday. 11th, 3.00 P.M.
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ingpo and Shanghai	Hangsang	Committee of the commit
· · · · · · · · · · · · · · · · · · ·	100	Tuesday, 11th, 3.00 P.M.
hanghai Ianila and Cobu		Wednesday, 12th, 10.00 A.M.
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UBOPE, &C., INDIA VIA TUTICORIN		Registration 10.33 A.
Tate Tatters 11.00 to 11.00 A.M. PRITE		(Registration, with
Postage 10 centel and an accompany to the contract of the cont	Prinz Heinrich	fee of 10 cents, up to
(Letters posted in all the Pillar Boxes		).45 A.M.)
in time for the first clearnance will be included in this contract mail.)	1 / 1	Begistration, Kowlon B.O. 10.00 A.M.
A STATE OF THE STA	V	No late fee.
	1	-   Letters 11.00 A.M.
hanghai	Shaoshing	Wednesday, 12th, 3.00 P.M.
te Deneme and Hombay	Levanzo	Wednesday, 12th, 4.00 P.M. Thursday, 13th, 2.00 P.M.
foji, Kobe, Yokohama, Victoria and Tacoma	A WHEF C	Thursday, 18th,
A STATE OF THE STA		Printed Matter and Sau-
		ples 2.00 P.M.
HANGHAI, NAGASANI, KOBE, YOKOHAMA,		Registration 2.30 P.M. (Registration, with late
THE CALL AND ADDRESS OF THE PARTY OF THE PAR	n	
(Supplementary mail on board up to the time fixed for departure of the mail	C mushice or Aubren	2.45 P.M.
Extra Postage 10 cents)	j	Registration, Kowloon
THE PARTY OF THE P		В.О 2,00 Р.М.
		No late fee. Letters 3.00 P M
	Loongeang	Friday, 14th, 8.00 P.M.
Manila. Bhanghai, Yokohama, Kobe and Moji	Kulsana	Friday, 14th, 3.00 P.M
Manila	Rubi	Saturday, 15th, 10.00 A.M.
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	4	ples 10.00 A.M
BHANGHAL, NAGASAKI, KOBB, YOKOBAMA,	Vi vi vi	Registration 10.00 A.M
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(Annalementary mail on board up to the	Manchuria	fee of 10 cents, up to 10.45 A.M.)
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	Kaifong	Saturday, 15th, 3.00 P.M
Cebu and Iloilo		C Tuesday, 18th,
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EUROPE, &c., India via Tuticorin		(Registration, with lat
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included in this contract mail.)		B.O
		Tetters 11.00 A.3
	Taming	Tuesday, 18th, 3.00 P.
Manila Voka Vokahama. Victoria	) Marine William	Tuesday, 18th, 3.00 P.1
Manila. Shanghai, Moji, Kobe, Yokahama, Victoria		Tueslay, 18th, 5.00 P.
高·特别(特别是1971年)		THE PARTY TO THE PARTY OF THE P
Singapore, Penang and Colombo Magasaki, Kobe and Yokohama	Theiring was an east	

CHAMPAGNE REIMS

SOLE AGENTS FOR CHINA:

### H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 2 th January, 1908.



### FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

-- USE ONLY

KENNON'S TEREDO-PROOF

AND WOOD ARMOR PAINT

a perless Wood Ireservative and, insoluble Paint, gives in Sea-Water Absolute - FECTECTION against the "Teredo," and all other Marine-Bore-Worms; will make Especed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow. Agents for the East.

#### COMMERCIAL. EXCHANGE CLOSING QUOTATIONS. February 7th. Alhambra Banks Bank Bille on demand 1:104 Bank Bills, at 30 days sight ..... 1 1011 Hongkong & S'hai. Bank Bills, at 4 mouths' sight ... 1'107' Documentary Bills 4 months sight1/11 78. National B, of China PARIS. Bank Bills, on demand ...........237 Bell's Asbestos E. A... Credits, at 4 months sight ......243 China-Borneo Co..... GERMANY. China Light & P. Co... NEW YORK .-China Provident .... Bank Bills, on demand......454 Cotton Mills-Credits, at 60 days sight,...........471 BOMBAY .--CALCUTTA .-Dairy Farm ..... Dooks and Wharves-SHANGHAT .-Bank, at sight ..... 741 Private, 30 days sight .......... 75...... YOKOHAMA.-On demand......921 MANIL .- On demand-Pesos-921 SINGAPORE On demand 28 p.c.pm. N HAPPHONG .- On demand .. ..... 51 p.c. pm. Fenwick & Co., Geo... N SAIGON.—On demand ....... 51 p.c. pm. Green Island Coment. N BANGKOK.—On demand OVERNIONS, Bank's Buying Rate ... \$10.45 Hongkong & C. Gas... FOLD LEAF, 100 fine, per tael ..... 355.65 Hongkong Electric ... Hongkong Hotel Co:,. Hongkong Ice Co ..... H.K. Milling Co., Ld. SUBSIDIARY COINS. Hongkong Rope Co... 20 cents pieces ..... \$7.10 discount. nsurances-Hongkong 20 " " " ...

		Februar	y 7th.
Quotations are:-			
Maiwe New	· · · · · · · · · · · · · · · · · · ·	\$950 per	picul.
Malwa Old	101 101	\$1000	**
Malwa Older	PRA 1415	\$1040	.39
Malwa V. Old	101	\$1070	Man of
Persian fine quality	7 . 141	2800	. 31
Persian extra fine	141	\$860	12.
Patna New	144 641		chest.
Patna Old		\$9874	P4 .4
Ben res New	Sana de cha	\$982 ·	. 32
Benares Old			91

THE GERMAN MAIL The I.G.M. str. Prinz Heinrich left Kobe via Nagasaki and Shanghai on Sunday, the 2nd net, p.m., and may be expected here on or about Monday, the 10th inst. p.m. The I.G.M. str. Goeben carrying the German Mails with dates from Berlin of the 14th alt. left Colombo on Saturday, the lat inst. a.m.,

and may be expected here on or about Tuesday. the 11th inst. p.m. The I.G.M. str. Prinz Ludwig left Genos on the 5th inst. at 8 a.m., and may be expected here on or about the 4th prox. THE INDIAN MAIL: The Indo-Chips str. Kutsang from Calcutta

and the Straits left Singapore for this port on 5th inst, and may be expected here on or about The Inde This the Straits on 3rd inst., and may be expected here on or about 19th inst, THE AMERICAN MAIL:

Yokohama on the 3rd inst., and is due to arrive here on the 12th inst. THE CANADIAN MAIL. The C.P.R. str. Empress of China left Vancouver a.m. on Saturday, the 25th uit. for

The T.K.K. str. Nippon Maru sailed from

Hongkong via the usual ports of call. MERCHANT STEAMERS. The Glen Line str. Glenlocky left Singapore on the 2nd inst., and may be expected here to-

The C. N. Co.'s str. Kaifong left Boile on 4th inst, at noon, and is due here to morrow. The Austrian Lloyd's str. Vorwaerts left Singapore for this port on the 5th inst., and is set.

The C. N. Co.'s str. Tsinan left Sydney on 21st ult., and is due here on 14th inst. The N.Y.K. str. Riojan Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 29th ult., and is expected here on the 18th inst.

STEAMERS PASSED THE CANAL. Jan. 1st-Teenkai, Bluecross, Hohenfels. 4th -Dramgeith. 8th-Agamemnon, Indrasamha, Senegambia, Yunnan. 11th - Atholt. 15th Benlawers, Longsor, Cathay. 22nd-Manila, Monmouthshire, Saleuma, Patroclus, Antilochus. 25th-Benmohr, Palma, Sambia, Pakling, Pathon, Tonkin, Segovia, Tamba Maru. 29th Hohenstaufen. Benavon, Myrmidon Nyanza, Silvia. Feb. 1st-Ajaz, Machaon Lowther Castle, Sikh, Andree Rickmers. 5th-Borneo, Diomed, Glenturret, Peleus, Persia, Bendoran.

ARRIVAL AT HOME. Feb. 4th-Armand Behic, Kanagawa Maru.



SHIPPERS CUTLER, PALMER & Co., LONDO! AGENTS

LANE, CRAWFORD & CO.

HONGKONG

JOINT STOOK SHARE. Hongkeng, February 7th. QUOTATIONS. Ps. 200 Nominal. Shaughai \$720, sellera \$:25 | Ln. 270. Ln. 278. . .. Bricomart, gunboat, 710 tons, 900 h.p., Lieut. 12s. 6d. \$74, buyers \$1 } \$6, sellers \$10- -\$8},-buyers-\$10 \ \$10, sellers International ....... Cls. 75 Tis. 55. Laou Kung Mow ... Tis. 100 Tis. 72. 155, sellers \$60 | 198, sellers \$64 | \$10, sallers Shanghai Dock ..... Tla. 100 Tla. 80. Tla, 214. \$10 \$114, sellers £10 \$175, buyer-\$10 \$144, sellers \$104, buyers \$100 | \$150, buyers 310 \$1.44. \$2421, sellers \$98, sales & sel. \$91, buyers 6885, Tls. 87, sellers \$100--\$660. \$60 \$1471. \$10 \$10, buyers \$80 | \$88, seliers Shanghai Land..... Tls. 50 Tls. 107. \$50 148. Fcs. 250 \$500, sales & buy. Hongkong \$100 | 109, sellers \$100 \$14, buyers \$25 \$15, sellers 850 \$4Q. \$15 \$39}, seles . 4 \$381, sellers \$28), sellers 48/- buyers \$10 \$24.

\$240.

\$25

\$50

.25

South China M. Post. \$6 \$6, sollers Steam Laundry Co... Stores & Dispensaries \$10 \$17, buyers Campbell, M. & Co. Powell & Co., Wm. \$10 | \$5, buyers 310 | 321, sales Watkinspersoner stou \$180, duyers Weisemanh, La. \$10, buyers United Asbeston ...... \$10 \$150, buyers Do. Founders ..... \$10. \$105, sellers. Union Waterboat Co. VERNON-A SMYTH. HONGKONG TIDE TABLE. From February 8th to 14th, 1908. LOW WATER HIGH WATER. Houghous Height. Houghong Mean Times

HONGKONG METECROLOGICAL REGISTER. Hongkong Observatory, January 7th

Previous Day On Date at | On Date 10 A.m. Barometer ..... Humidity ..... ENE Wind Direction Force ... Weather ..... Highest open air Temperature on 6th ..... 59 Lowest open air Temperature on 6th ..... 49

MESSRS. FALCONER & CO.'S REGISTER. February 7th.

Barometer 9 A.M. 30.20 Therm. (Wetbulb) 9 A.M.51 Barometer 1 P.M., 30.13 Therm. (Wetbulb) 1 P.M.55 Barometer 4 P.M. 3 .05 Therm (Wetbulb) 4 P.M.56 Thermom. 9 A.M. ES Therm. Maximum ......61 Thermom. 1 r.w. 60 Therm. Minimum over night Thermom. 4 P.M. 61 PASSENGERS.

ARRIVED. Per Glamorganshire, from Singapore, Mr and Mrs Heaton Ellis, Messrs. Clegg, Hawkes, and

Flaunigan. Per Tean, from Marila, Mr and Mrs Breson and child, Mrs Wisligenus, Mesers, Kent, Gunner, Siverson, Bayers, Butcher, Rupp, Borry, Majee, Rofferty and child, Saito, and

Per Peninsular, for Hongkong, from Kobe, Mr J. H. Broad : from Shanghai, Mr and Miss Nicholson, Miss Forsyth, Messrs. G. W. Reid and servant, W. Farquharson, O. Thoresen, O. Colchan, Vates, Schroeter, and Baxter; from Yokohams, for Penang, Mr. and Mrs Pease, Mr and Mrs Hargraves and servants, Misses Spurs, Crosbie, and Lord, Messrs. W. Major, Claud King, Brown, Butler, Stront, Morgan, and Neville; for London, Muses F. Hamer, B. Forsyth, and Grenville, Baron de Caters, and Mr Cotter; from Shanghai, for London, Messrs. J. Allan, N. Lazarus, and C. Allison; for Bombay, Major and Mrs Soady,

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA BQUADRON.

Alacrity, despatch-boat, 700 tons, 10 gans S to h.p., Comdr. E. La T. Leatham, Singaporo. As': u.a. 2nd class orviser 4360 tons, 10 gens 7000 i.h.p., Captain C. L. Vaughan-Lee Belferd, British cruiser, Capt. S. E. Erskine, P.N. Hongkong! Bramble, ganboat, 710 tons, 900 i.h.p. Lieut. Comdr. G. W. Davidson, Shanghai

Comdr. W. L. Bamber, Shanghai Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong Olio, British sloop, 1070 tons, Comdr. C: S. Raikes, Amoy Fame, torpedo-boat destroyer, 310 tons,

guns, 5700 h.p., Lieut-Comdr. Gresson, Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Mira Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut, Comdr. W. H. Darwall,

Mirs Bay Hart, torpedo-boat-destroyer, 295 tons, 6 guns, 4. 00 h.p., Lieut.-Comdr. G. C. Dickens Mirs Bay Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comde C. A. Freemantle,

Kent, armoured, 9800, tons, 14 gnns, 22000 b.p., Capt. G. C. A. Marescaux, Hongkong King Alfred, British orniser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thursby, Singapore

Kinsha, river gunboat, 616 tens, Lieut, Comele. Sidney H. Tennyson, Yangtaze Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.b.p. Comdr. F. H. Walter, Hongkong Miss Barid Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, en route Colombo to recommission Moorhen, river gnnboat, 180 tons, 2 guns, Lieut. Comdr. A. Mellin, West River Nightingale, river gunboat, 85 tons, 240 h.p., Lieut, Comdr. R. S. Roy, R.N., Shanghai Otter: torpedo boat destroyer, 385 tons, 6 guns 6300 i.h.p., Lt. Comdr. Kiddle, Hongkong Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. Walcott, Hongkong

Sandpiper, river gunbost, 85 tons, 2 guns, 240 h.p., Lieut, Comdr. H. R. Tickell, West Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtese Take, torpedo boat destroyer, Bosn. Strath,

Tamer, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong Teal, river gunboat. 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre , Yangtsze Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai

Virago, torpedo-boat destroyer, 895 toas, 6 guns, 6,300 i.h.p., Lieut-Comde, Stevenson, Mira Bay Waterwitch, surveying ship, 620 tons, 450 i.b.p. Comdr. R. W. Glennie, Hongkong. Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut. Comdr. H. B. Cox,

Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Mr. G. Dallas Lt-Condr. John F. Knox Yangtase Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Mr. W. Einstmann Lieut-Comdr. H. R. V. Cottrell Dormer, Miss K. E. Elliot Yengteze

Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. R. Livingstone, Yangtese

AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,309 Linienschiffskapitaen Wilhelm Pacher Northern Waters FRENCH. Allouette, river gunboat, Lient. Millet, Coobin. Miss H. E. Gibbs-

Chine. Argus, gunboat, 128 tons,—guns, 500 h.p. Lieut. Jeannel. Canton Caronade, gunboat, Lieut. Kerchael, Saigon Décidée, gunboat 645 tons, 10 guns, 1,000 h.p. Lieut. Comdr. L'Eost, Haiphong D'Entrecasteaux, French cruiser, 8,000, Capt. Capt T. A. Hall

Tracon, Shanghai Esturgeon, submarine, Saigon Mr. R. Hard ng Henri Riviere, gunboat, Lieut. Heiphong Jacquin, river gunboat, Lient. Le Corolle Annam-Tonkin, reserve Javeline, destroyer, 330 tons, 7 guns, 300 h.p. Lieut. Sagos-Duvahroux, Saigon Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p., ComdraSimon, Saigon

Lynx, submarine, Lieut. Armbruster, Saigon Montcalm, cruiser (Flagship of Vice-Admiral Perrin, Commander in Chief), 9700 tons Mr. A. J. Basto -12 guns, 19,600 h.p., Capt. Martel Mousquet, destroyer, Lieut. Duchemin, Baie Olry, gunboat, Lieut Grellier, Yangtse Peiho, gunboat, Lieut. Marchand, Tongka

Pistolet, destroyer, Lieut, de Reinach Werth Baie d'Along Protée, submarine, Lieut. Glorieux, Saigon Rapier, destroyer, 330 tons, Lient, Vincent de Brichignace, Saigon Redontable, battleship, (in reserve) 9347 tons 8 gons, 6071 h.p., Rear Admiral Richard

Perle, submarine, Saigon.

tons, Lieut, Malliez Sabre, destroyer, 330 Styx, armoured gunboat, 1796 tone, 10 guns 1700 h.p. Dne , Saigon -Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong Takiang, gunboat, Yangtsze.

Takou, destroyer, Com. Terquem. Saigon. Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, b.p., Hongay. Vigilant, ganboat, 123 tons, 7 gans, 500 h.p. Lieut, Brugnon, Canton

GREMAN. Aroons, orniser, 2719 tons, Captain von Hippel, Furst Bismarck, (flagsbip), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Coerper, Itis, gunboat, 1000 tons, 10 guns, 1300 h.p

Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Mrs. H. Beasley Captain Graf von Posadowsky-Webner Leipzig, cruiser, Captain Engel Luchs, ganboat 850 tons, 10 guns, 1344 h.p. Captain Bolken

Niche, cruiser, Captain Langemak Tiger, gunboat, 900 tons, 10 gans, 1300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Captain Ross Vaterland, gunboat, tons, 3 gans, 500 h.p., Captain Toussaint' Vorwaerts, gunboat, First Lieut. Riechers

ITALIAN. Vesuvio, craiser, 2145 tons, Baron de Saint Pierre, Shanghai PORTUGUESE.

Rio Lima, cruiser, 720, tong, 7 gnus, Macao. UNITED STATES. Barry, destroyer, 420 tons, Ens. David Lyons,

Callac, gunboat, 243 tone, Lt. Guy. Whitlook Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 8200 tons, Commande R. C. Smith, Cavite J. T. Newton, Cavite

Cleveland, cruiser. 3200 tons, Commander Colorado, armoured cruiser, 13,680 tons, Captain S. H. Staunton, Cruising Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai Dale, destroyer, 420 bons, Ens. G. V. Stewart,

Decator, destroyer, 420 tons, Ens. C. IW. Nimits, Cavite Denver, cruiser, 3200 tons, Commander W. P Caperton, Cavite Galvesten, craiser, 3200 tons, Commander. B. W. Hodges, Cavite Helena gunboat, 1392 tons, Commander R. M. Hughes, Yangtsze Maryland, armoured erniser, 13,680 tons, Capt.

C. Thomas, Cruising Mohican, (station ship); Lieut. Commander M Monadnock, monitor, 4000 tons, Lt. Comman der Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Pennsylvania, armoured oruiser, 13,680 tous.

Capt. A. Ward, Cruising Quiros, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze Rainbow, (Rear-Admiral Hemphill's flag sh Lieut.-Commander Joseph L. Jayne

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Mr. R. Conrad Comrie Mr. Cruickshank Lt. J. D'Esterre, R.G.A. Mrs. J. D'Esterro-Capt. Dcorler, A.O.D. Mrs. Dooner . Revd. A. Dalles-Ennis Mies C. Ried Mrs. A. Dalles-Ennis Mra. G. Sachse Lt.-Comdr. Freemantle. Mr. J. Gray Scott Mrs. Freemantle

These tiny

Capsules

ANNUAL SHIPPING REVIEW.

Mr. John White's thirty-seventh annual shipping review, dated 1st Jan. 1908, is as Tollows :-

It is unfortunately the fact that the past year satisfactory condition than it commenced. The freights were not commensurate with the cost of ships, and that working expenses continued to icoreane, have wissly withheld from further: building, therefore the number of contracts for ordinary cargo steamers were very few and far between throughout the year. This abstention from building does not materially affect the output of tonnage for the past year, but will be markedly shown in this year's returns. The production of merchant steamers from Pritish yards has been about 1,600,000 tons, which is a reduction of about 200,000 tons on the record total of the previous year. None of our builders have equalled the output of 1906, which from two yards alone was over 100,000 tons such; The largest total last year was by Messra. Doxford, of 91,254 tons, whilst four other yards have produced about 30,000 tous, so that onequarter of the total large production is account. ed for in five yards, and then not engaged to their full capabilities. . The following figures show the variation of the British register during the past year :--

Foreigners, about 1,301,500 tons.

Removed, which includes steamers lost, broken up and sold to Foreigners, about 657.7 0 tons. Added of sailing ships, about 75,900 tons, of which about 47,5000 tons were to the Colonial

of which about 55,800 tons were Colonial There were under construction or 30th September last, according to the records of Lloyd's Register, steamers of 1,068,422 tons, which is a reduction of about 200,000 tons of the tonnage building twelve months proviously.

The net addition to the British register, after deducting losses, broken up and sold to Foreigners, for the ten years 1897 to 1906, was 5,488,938 sons steamers, and the net reduction of sailing ships 1,23 ,641 tons. The increase of the effective tonnage is large, being of steamers, but a very large amount is represented in the leviathan passenger liners, and the very considerable total of meat, oil, fruit carriers, trawlers, railway steamers, etc. The extension of commerce in the same period has also been very grust. The export of Coal alone increased from 34,000,000 tons in 1896 to 55,5000,000 tons in 1906. The carriage of grain from long distances-River Plate, Australia and West Coast of America-to countries of quickly increasing populations such as our own, instead of as formerly from nearer sources - America. Russia, etc., which now have so much need for their own production-has created lengthened voyages for the present large merchant fleet. At the same time, it has to be borne in mind that increased foreign toppage takes much of the trade; especially of the Coal exports,

The contracts of the past year to our shipbuild ing yards include several steamers for the P. and O. Company's mail services; a steamer for the Hamburg American Line, reported to be larger than the Cunarder Mauretania although not so fast; a steamer of 23,000 tons gross for the Holland-America Line: steamers for the Navigazione der ale Italiana, Lloyd's Sabaudo (of Itay). Chargeurs Réunis, the Pacific Steam Navigation Company the Booth Line, and several large oil carriers. The orders for ordinary cargo steamers, as already mentioned, have been comparatively few, which, from the shipowner's point of view, is advantageous; but, unfortunately, the decrease of work is causing much distiess among the working-men. The monies wasted by the men in strike pay in good times when work was plentiful would have now relieved. the distress. If there is any hones y in Socia-

At the commencement of the past year it was reported there was a large demand for steel and | rej-cted. iron at home and from America and Jupan, but condition of trade. The amalgamation of ports; Austria and New Orleans; Greece and Another step in the decline of the Thames countries are supporting their shipowaers by interest in manufacturing for this industry has granting loans on shipping at moderate interest. occurred in the retirement from business of the A powerful amalgamation has been made in

demanded by engineers and other workmen to follow the current work were source, declined to concede, and an agreement was made with and combined with these Companies are some the men postponing any increase until the state of the principal Italian shipbuilding yards. of trade warranted such; but in September, in British and many foreign ports; labourers, labourers; Miners in Australia.

were made in the first quarter of the year to satisfactory throughout the year, Considering 9d.; Danube to U.K., 13s. to 7s. 6d.; Alexanspecifications, but who considered it better to where, dearer stores and great delays at home and high cost of production caused a decrease in some forced sales has further caused a deprecia- there are practically no steamers laid up. That cent. lower than twelve months since. Some and conditions of charter accepted by British

Coal was high in price at the commencement of the year, at 17s, for best Welsh, 12s, 6d Newcastle, advancing in February to 19s. 6d. and 14: 6d; respectively. In the North there was no reduction, but in Wales lower prices ruled during the following two months. In August the manipulation of the market, which appears to have been more probably the cause than demand, especially in Waler, got the price up to 21st 6d. Wales, 16s, Newcastle. Prices are now easier—the current figures being 18s. 64. and 13s. 6d.—with a general opinion that further reductions may soon be expected. Bunker coals, at foreign stations are higher, especially at South American ports, which are about 3s. more than last year. The prices at the shipping ports in India and Australia are about 2s, higher on the year. Exports of Coal from Australia have been very large especially to the West Coast of America. Natal Coal is coming into justified favour and been exported to some Added of new steamers and bought from Indian ports and River Plate having the advantage of cheap freight by steamers when in South Africa not having any other cargo to take away. Some important Railway contracts in I taly have been taken by American coal owners; the much lower price of this coal more than compensates for the higher freight from Ame-Removed of sailing ships about 185,600 tons, rica than from British ports,

Insurance rates continue firm at about the same level as the past year or two. The losses. of steamers have been moderate for the large sonnage affoat. The spirit of amalgamation has extended to Marine Insurance Companies in the singular form of transference to large Fire and Life Companies. The Standard Marine has been absorbed by the London and Lancashire Life Assurance Company, and the Ocean Marine by the North British and Mercantile Insurance Com; any. Other similar combinations ar spoken of. It is to be hoped that such union c

strength will facilitate reduction of premiums. The freight war between British Companies and a German Company trading to India, which had existed for a long period, was terminated early in the year. The Workmen's Compensation Act extended to shipping has come into force and must prove an additional burde i t our shipping, from which foreign ve-sels are exempt. British and German Shipowners have agreed on the same load-line for their ships. A few failures of Shipbuilders and Shipowners have occurred, but not of any great importance, which proves the solidity of this great industry, counidering the state of the financial market throughout the year.

The remarkable Cu and liners Liusitania and Mauretania, of 31,938 tons gross, commenced running last year at a time not favourable to prove their best steaming capacity, although they have proved they are capable of maintaining 25 knots per hour The records of the working of their turbine machinery are doubt- boats. This condition has been brought about less being reserved until time, with such exceptional vessels, allows everything to get into

\* working condition to give rehable data. The Australian Commonwealth mail contract made last year with a Syn icate which was to have commenced require this year has been cancelled and the subsidy given to the old contractors, the Orient Steam Navigation Company, to commence running in 1910 under Commonwealth flag. A Conference between British, Australian and New Zealand Shipowers was held in London early in the year, with the result that the Colonial trade will not be very attractive to British owners.

lism, this would appear a good dootrine for its Ship Companies, involving big figures, engage those specially engaged in this trade, rates satellites to teach their adherents, by which ed in local trade, was made early last year, they would profit more quickly than they will but appears, through the financial orisis, to by the seed of disaffection that is evidently have been of short duration. The Sabsidy Bill introduced in the U.S. to encourage the development of a Mercantile Marine was again

Foreign Shipbuilding continues to extend. by the end of the first quarter the reports in In Japan there are building steamers up to voyage on dear coal and costly labour and great regard to raw material were very different, and Autoria tons press register with turbine later news came from America that there was machinery. The Japanese are also producing no demand. Owing to the high price of hematite, their own steel-plates and will doubtless soon Scotch Steelmakers increased their price of be able to supply themselves with all their ships plates in May from £7 12s, 6d. to £7 15s, but and material. Australia is reported to consoon afterwards the reduced orders forced prices | template becoming Shipbuilders and are favourdown, and by repeated small reductions plates ably placed for this industry, with their native are now down to £6 12s, 6d. Further decline ood and ore, of which latter a cargo has been in price appears likely and warranted by the sent to England probably to test its qualities changed condition of the demand from other for manufacture. The establishment of steamsources as well as shipbuilding, and from the ship lines from foreign countries during the knowledge that Shipbuilders have that our past year has been remarkably, and although Steelmakers have been supplying foreign many may face the experience of previous lines customers at a prior stated to be 154. per ton that have involved mer our losses and had to be lower than home orders. Copper is now nearly given up, they must affect the support lines half the price it was twelve months since, which from others ports have had in the past with enables Eugineers to substantially reduce their | cargo in transhipment. The new services prices. Prices of new tonnage to build are include the following : Scapdinavian ports and about 10 per cent. lower than a year since. Argentine; East Asia, Cubs, and Central Builders have requested a refuction of wages of America: Liban and Argentine; Italy and their men, which is necessary from the changed North America; South America and Pacific Messrs. Harland and Wolff, of Belfast, with North America; Holland and Argentine; Mar-Mesers. John Brown and Co., of Glasgow, is an seilles and Cubs and Central America; Bordeaux addition to the strong combinations of Ship. and French West Indies; Japan a d Calcutta; builders that have been made of late years. Vancouver and Mexican ports. Some foreign old engineering firm of Mesers. Humphreys, Italy by the Navigazione Conerale Italiana London or Hall. which was the combination made many years Wages and Strikes, - nereased wages were since of the old firms of Messrs. Florio and Messis. Rubattine practically absorbing the · in the first quarter of the past year which the La Velcee, Italian and Lloyd Italiano Commasters, with the knowledge that further orders panies, thus giving them the control of the principal steamship lines running out of Italy, Bilbro.

The terrible earthquakes of the previous year when the prospects of work were still more in different parts of the world were followed unfavourable, the mon repeated their demands, by a similar disturbance early last year it pausing the employers to threaten a lock-out, Jamaica, involving great loss of life and which speedily made the men withdraw their property and a quake of a different nature, but request, and a joint agreement was made also bringing about considerable sacrifice of life which should preclude strikes in the future, and very serious loss of property, and, it is The mon have evinced a disinclination to abide feared, far reaching distator, that it will take by agreements entered into by their leaders, and long to remedy, occurred in America early in to be dissatisfied with the financial state of the Autumn in a financial crisis causing the States and West Indies, Baltic, and for fruit their Unions, of which many of the branches stoppage of numerous large Banks and Trust are reported to be insolvent. Sectional strikes Companies, as well as Trading Companies, and of workmen, such as caulkers, carpenters, an unprecedented depreciation in American joiners, moulders, pattern-makers and blast Securities. Notwithstanding liberal assistance furnacemen, etc., have caused much interruption. given by the United States Government with work. Strikes continue prevalent in and recourse to all the palliatives Amerialmost every branch connected with shipping, can Financiers could devise to relieve causing serious losses to employers and men, the pressure for cash, the demand has continued and in scarcely one instance securing any benefit so great that all the money markets have been to the men. There have been strikes of seamen disturbed and had to raise their rates to the serious loss of all trades. Our Bank Rate in prominently longshoremen, for many weeks in January last was 5 per cent., declining to 4 per New York, which necessitated some liners cent. end of April; it was advanced to 54 per having to bring back part of their cargoes to cent. end of October, and early in November to this country and back again so as to maintain 7 per cent., at which it remains, being the highthe regular sailings; Dockmen, Railway men est rate for 3 | years. Money at this price is a in Argentine and India; Stevedores; Coal heavy burden to the amount of credit a large

Second Hand Steamers.—Numerous sales | Freights have with few exceptions been un | Homewords.—Odessa to U.K., 10s. 6d. to 5s. | shipping is exceptional, by reason of a vessel having to by fixed according to her position; the exception of North and South America; there ought to be a possibility of regulating freights-the same as prices are regulated in

other branches of commerce and not for shipowners to be the victims of the many business has not improved as the year prodevices practised for depreciating freights. gressed, nor can it be said the prospects are The past year's freights, in many directions, encouraging. It is no consolation to know have been very similar to the markets of fourteen, that in other directions of commerce the results years since, when rates were very low, especially have been still less satisfactary in the knowledge homeward; indeed, from Calcutta lower than that the recuperation of the shipping industry the worst last year. Some extraordinary voyages is largely in the hands of shipowners by restrict; have been undertaken last year. A steamer ing the addition of tonuage to legitimate was sent from the Tyne to Java in ballast to requirements, and combining to regulate load home at a very ordinary rate. When rates freights and distributing tonnage, that markets were very low from the River Plate in July, are not glutted and their rates demoralised. steamers were sent in ballast from the Plate to Java and Plate to Karachi to load home. A steamer was sent in ballast from the Plate to Natal, and then, finding the Indian market depressed, was sent on to Australia to load home, Steamers have gone in ballast from Bombay to Australia to load home. The result of such

trading would make an interesting addition to the records of some of the valuable shipping periodicals now published. A great assistance in supplying employment throughout the year for the larger cargo steamers has been the demand for tonnage from this country, the Continent and Australia to the West Coast of America. This has been further helped by the requirements of the to. Government for cariage of about 200,000 tone of coal from the North-East Coast of America to the Pacific Coast for supplies to the American Fleet. The shipment of grain from the Northern Pacific ports to U. K. has provided re numerative work for a large unmber of steamers; indeed, the out and home require. ments of the West Coast of America have been the chief support of the large cargo steamers which have been so freely produced in the last three years. The delays on the West Coast have been very great, especially early in the year, waiting for homeward cargoes, and expenses have greatly increased. The Esstern market homewards was strong throughout the year until within the past tow months, when rates weakened and fell from 17s. 9d. early September from Karnohi to 12s. 6d. now current. Other Indian perts have declined in proportion. From Australia a moderate business has been done for grain cargoes; the uncertainty of the crops owing to the late drought, delayed chartering, wheat to U.K. The China coasting trade.

but fixtures have now been made at 26s. 34 which formerly supplied employment to a large number of British, Scandinavian and German steamers, has practically cessed for such tounage. Many British steamers have been Jaid up in Chinese ports. Norwegian steamers, stated about 100, have left the Coast, also the German by the Japanese tounage which was employed in Government service during the late war, and increased by captured steamers, in all about one

million tons, having taken up this trade. Many Japanese services are supported by Government subsidy. To Japanese coasting trade is now closed to | reign tonnage. The River Plate trade, which is now the most important source of employment to the

moderate sized cargo steamers, has supplied work throughout the year for a large number of boats at widely fluctuating rates both outward and homeward. At the commencement. of the year the homeward rate was only lis. A large combination of American Steam 6d. from up river, but, to the surprise even of advanced early in January and by the end of February were up to 20s, after which they gradually declined and in July were down to 9s. For the remainder of the year rates have varied between 9s, and 11s. For next Spring loading up to 18s has been paid, which with current rates out is inadequate for a long

> detention in the Plate, The worth American market has provided very poor homeward freights, which is no doubt owing to the now reduced export from the States being carried by the enormous supply of liner tonna ze. A large trade has been done in case oil from the States to the East, Australia and New Zesland, and in lumber to U.K., Continent and South America, but at moderate rates. From the Cotton ports fair rates have been paid for good measurement boats, especially

since the financial crisis in America pressed forward cargoes for realisation. The Black Sea and Danube have been disappoiting markets throughout the year. Early in the year the low rates from Black Sea caused some large steamers to be sent in ballast from the Mediterranean to load home from Bombay. Towards the end of July the prospects of large crops were reported upon favourably in Russia, when freights advanced and considerable chartering was effected, but in September the anticipated crops were not forthcoming freights declined, many charters were cancelled. and many observers failed. The reports for Spring shipments in this trade are very unfavourable. From Alexandria rates have been much in sympathy with the Black Sea, with chartering down to 5s, 6d, cotton seed to

Ore freights from the Meditorranear and Spain have varied considerably, and close at almost the lowest rates of the year, being a decline from the highest rates of about 2s. 6d. from Mediterranean and ls. 6d. from

The Baltio trade is now largely carried on. by steamers on time charter, which merchants. get, especially foreign tonnage, at rates which cannot leave owners any profit. Coal freights have been better than of late years, and homeward rates, by the influence of the Baltic Conference of Shipowners, maintained at increased rates.

Time. Charters are increasingly adopted by Charterers for Line requirements, also for Indian Coal trade, Australian Coal trade, from Spain, for which some large steamers were taken last season. This form of employment has probably given owners the Lest results when the port of delivery and redelivery are such as not to entail great cost to the ship. Freights during the year have

varied as follows: Outwards.—Wales to Genos, 9s. to 5s. 6d.; Constantinople, 8s. 3s. to 5s., now 7s. 6d; Port Said, 8s. 3d. to 4s. 9d., now 7s. 3d.; Malta, 7s. 3d. to 3s. 91, now 6s.; Cape of Good Hope, 14s. to 11s., Adon, 10s. 6d ; to 7s. 9d . now 10s. 6d.; Colombo. 11s. 6d. to 7s. 9d., now 10s. 6d;; Singapore, 15s. to 8s. 9J., now 11s.; River Plate (lower ports), 18s. to 8s., now 8s.; Rio Janeiro, 16s. to 9a 3d., now %s 61.; Teneriffe, 7s. 6d. to 6s. now 5s. 9. West Coast of industry like shipping must always have current. South America, 23s. to 20s. 6d., now 22s.

English and Foreign Owners, in many cases to the high working expenses by dear bunker coal, drin to London, 10s. to 5s. 6d.; Bilbao to Car-Owners who generally build to their own increased wages of seamen and labour every. diff, 5s. to 3s. 7dd.; River Plate (Up River), thus supply their immediate requirements and foreign ports adding greatly to the expense of 21d. to 1s. 6d. per quarter, Gulf Ports to U.K., 200, to 9s.; Northern Ports, U.S. to U.K., 2s. defer building antil prices come down sub- the voyage, it is surprising that all the steamers 2s. I 4d, to 2s. 3d. per-quarter, 13s. to 9s. net has closed with the shipping industry, both for stantially. Sales have since been slow, owing are kept running. When in 1891 freights were charter. Cotton Ports, U.S. to U.K., 34s. to to the unsatisfactory state of freights and in a similar state, there were 600,000 tons of 27s. 6d.; Pensacola to U.K., 91s. 31. 75s., lumheavy working expenses. The influence of steamers laid up in British ports, whereas now ber. North Papific Ports to U.K. or Mediters orders for new tonnage in the latter part of the tion in values, and prices are now about 15 per losses are being made by some of the freights or U.S., 25s. to 12s.; Bombay to U.K., 18s., to forced sales have been made at much lower and Foreign owners is certain, and it is to be jute. Karachi to U.K. 18s. 6d. to 12s, 6d. regretted such cannot be arrested before the Burmah to U.K., 25s. 3d. to 19s. 6d.; Java to consequences cause serious disaster. Although U.K. or U.S., 28s. 9d. to 23s. 9d. The lowest rates homewords are those now current with

> Burmah and Java. A review of the past year unfortunately shows that, for the shipbuilder, and shipowner,

#### SCHOOLGIRLS' SOCIETIES.

American schoolgirls are very fond of secret or sale produced from the above Collieries. organisations, denally called by some Greek letter. In the case of the Sigma Gamma 814 Society at New York, which is small, but very exclusive, the indignant mothers have just met to denounce the nerve-shattering ordeals undergone by aspirants to the degree of membership. What the society did to pretty Julia Mill, aged 16, rende like a tale of regimental "ragging," and much the same ordeal is prescribed for all girl neophytes. First the girl is half-stripped-that seems an essential part of the ritual in every case and at times they are blindfolded. What follows depends largely upon the ingenuity and resourcefulness of the fully fiedged girl members, who can draw upon their own experiences. Poor Julie Mills's tests consisted of the fellowing property (1) Her hands were thrust into mercury, supposed to be molten lead.

(2) Her feet were jerked from under her, preparatory to her descent into a bottomless pit, pillows being thoughtfully provided to break

(3) She was made to clasp a wet glove, simulating the hand of death. - (4) She was forced to drink nauseous liquids from a skull.

(5) She was told to prepare for torture, and was branded on the back with a slab of ice, which she was told was ac

Julia's terrors were chiefly imaginary, but her suffering was apparently intense. In a half-hysterical state, she staggered home, and told-her mother everything, with the result that Mrs. Mills and other indignant mothers met, and decided to wither up and destroy the Sigma-Gamma Society with maternal wrath; and then start a crusade against all schoolgirl's secret secreties throughout the country.

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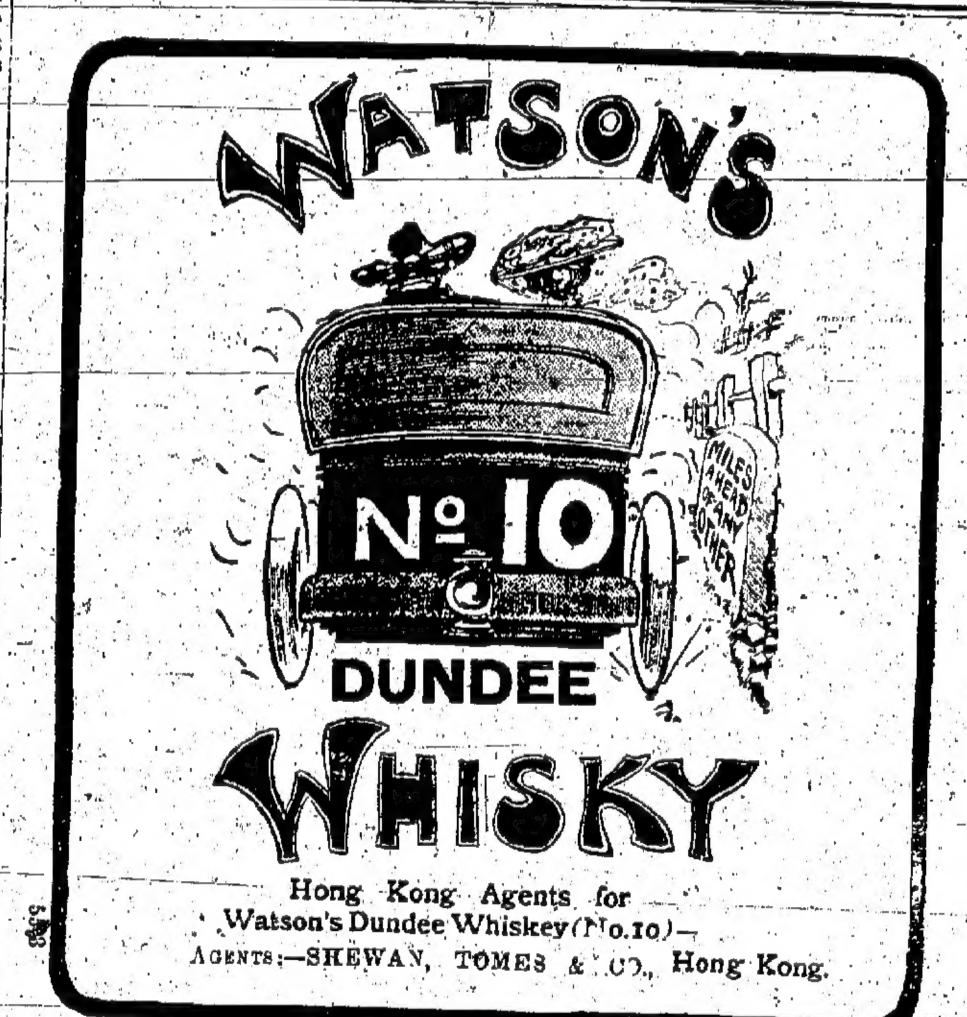
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Mer Lung Pa Yuk-Beef, sirloin Ham Nguu Yok—Corned Beef 1b. 20
Shiu Ngau Yok—Roast Beef..., 18 Ngan Lam-Brenat of Beef ... " Tong Yok-Beer for soup ..... Ngan Yok Pa-Beef Stonk, Ngau Yok Ch'ong - Sausages ... 26 A Ngau No-Bullock's Brains per set Ngau Lek - Beef Steak, Sirlain .. 30 Ngau Le-Bullock's Tongue, freh

Ham Ngau Le corned 55.

Han Ngau Tau Bullock's Head 85

Heart 1b. 12 # Ham Ngau Kin-Beef Hump Ngau Kok-Ballock's Feet ... each 7 Ngau-lu-Bullooks Kidney ... .. Ngau Mei-Bullocke Tail ..... " Ngan Kon -Bullock's Laver ... 1b. 12 Has Ngau To-Bullock's Tripe,

**国旗任牛** Ngan Teal Tau Kok—Calves, \* Yong Pai Kwat-Mutton Chop lb. 24 Youg Po-Leg of Mutton ..... 24 Youg Shau-Mutton Shoulder Your Tan-Sheeps Head per set 50 Yong Sam-Sheeps' Heart ... lb. Your In-Sheeps Kidneys ... 10 Your Kon-Sheeps Liver ... 1b. 22 Ch Kok-Pigs Feet ..... Ch No-Pig Brains ......per set

Ch Telp Pige Fry ...... lb .4 Chu Iu-Pigs Kidney ......pair 10 Chu Pai Kwat-Pork Chop ... , 24 Chu Sam-Pigs Heart Chu Kon-Pigs Liver ...... 1b, 30 Cho Tsai-Sucking Pige (to

本本生 Shang Ngau Yaq—Beef Suet 油羊生 Shang Yong Yau—Mutton Suet 14 Ngau Tsai Veal Ngau Lapch ong Beef Sausges , 26 Ngan Lap Ch'ong - Veal

Kai Tsaj-Chicken ..... Sin Kai—Capone Pan Kau Doves ..... each 15 Sang Sheng Shou Ap-Wild Duck, 90 Kai Tan-Hen's Eggs ..... dos. 24 Ban How Kai Fowls, Hainan ... , 28 Shong Hoi Ya Ngoa Geese, Wild, -Shanghai ..... pair Pak Kop-Pigeons | Canton each 28

om Ch'an-Quail..... Shin Kai-Pheasant Cha Ku-Partridge ..... each 60 春花来 Wos Fa Tsök—Rice Birds ... doz — So Ta'oi-Snipe..... each 22 Shod Ap-Teal Fos Kai Kung-Turkeys, Cock lb. 60 For Kai Mo-Turkeys, Hen ... , 45

Tam-Shou Yu-Canton Freshwater Fish Chok Yu-Cat Fish. ..... 20 Hai - Crabs ..... 20 La Mang Yu-Dab Wong Met Lun-Dage.....

Wong San-Eels, Yellow ..... H Tin Kai-Frogs ........ Tso Pak Yu-Herrings ..... 20 Halibut .... 金花黄 Wong Fa Yu—Labrus Lung Hi -Lobsters Shi Yu-Mackerol .....

Chai Yu-Mullot ...... 24 Mong Yu-Monk Fish ...... 1b. 28 Ed Sing Ho-Oysters ...... \* Kai Kung Yu-Parrot Fish ... " Tau Lo-Parch ### Hau Taz Yu-Pike...... Take Fo Tun-Plaice

Pi Pa Sa - Ray ..... Sik Kan Kung - Bock Fish ... " Chun Ya-Roach ..

Alf Sa Yu-Shark Ma Yau Yu-Salmon, Canton Shang Yu-Salmon, Fresh Water, Ha-Shrimps ....... 2 Po Yu-Skate ...... Kök Yü-Turtles, amail, fresh

Ca Hang Yan-Almonds .......... 25 Kam Shan Ping Ko-Apples, 

■平津天 Tin T'sun Pin Ko—Apples, C'foo ,, — Fan Chi—Apples, small, Charco, — Yat Pun Ping Ko-Apples, Shang Sheg Heung Tain-Bananas, fragrant, Canton

選書山 Shang Houng Taiu—Bananas brides, Macao Young To Carambola ..... Fung Nut-Chestnuts, Chic 180 ,, 10 TE Ye Tex-Cocoanute .....each 10 Tan P'6 Tai Tsz-Grapes ... 1st ql. 1b. -Ning Mong-Lemons, Chinese Kam Shang Lingmon-Lemon, ql. 

Lai Chi-Lichees, Fresh.....lst ql. --..... 3rd ,, 载技書 Lai Chi Kon—Lichess, Small lb. Ning Mong-Limes, Saigon. .... ,, Luisung Mong-Mango, Manfla On Nan Mong-Mango, Saigen ,,-

Full Shan Chuk Taz Mangosteens, Ker Yong Sai Kwi-Water Melon, American..... per lb. Sai Kwa-Water Malons China lb. Hong Kwa - Musk Melon American......... each Passion Fruit, American ... each

Papaw lat...... lb 10 2nd...... Pak Lam-Ollves Chang-Oranges, Sweet " Chit Chat Chang-Oranges Swatow .....

TIMO Muri Ch'ing-Oringen, Macao , . -Small ... Tim Kat- , Mandarin , 

West to Shai Sat La-Pears, American lb -19 Sin Tsi-Pears, Cooking, Canton ... Sa Li-Pears, Shanghat...... Mil Hung Tsi-Persiminons large Mar Hung LimPlums, Swatow ..... 畫達本 Pun Ti Po Lo—Pineapple ...... Pineapple Coong only ... 2nd

k Tal Tau - Plantains Luk Yau-Pumelo, Amoy ...each ChimLoLukYau-Pumelo, Siam ... 10 San Hop To-Walnuts, Fresh 1b Hop To-Walnuts, Green ..... 12 Shanghai Lo Kwat lb. VEGETABLES, &c.

竹油了糖上 Shanghai Ya Chi Chuk-Artichokse, Shanghai ..... 6 Loong Soo Ts'oi -Asparagus, dos. -Mr Chuk Sun—Bamboo Shoots ... lb. — A Ngi Tsoi -Beans, Sprout ..... Tau Kok- .. Long..... Min Tau- Broad ...... Pin Tau- , French, Shai , 10 O Moon Bin Tau-Beans, Hung Tau Ta'o i-Bectroot ... each 2 Kan Sun-Cane Sho .......bundle 2 Tring Ke-Brinjals, Gereen ... lb. Yuen Ke- .. Red..... Pak Twoi-Brassica Chuk Shun-Bamboo Shoots

Kai Te'oi-Cabbage, Chinese 西洋海上 Shai Kai Ta'oi- "Shanghai each B & Ye Ts'oi Fa-Cauliflower ..... each 7 在菜事大 Ta Yo Tsoi Fa-, Large Size .. 12 在五年 Chung Ye Ta oi Fa - Cauliflower, Med. Size To Can Ta'oi - Celery, China ..... lb. 及序译 Young Can Ta'oi—Celery, Eng. Fu Kwa-Bitter Squash ..... Kon Lat Chiu-Chilies, Dried 2 Te'ing Lat Tsiu-Chilles, Green , 25 Hung FE Taiu-Chilles, Hed ... 25

Tsing Kwa—Cucumbers ..... 舞動 Em La Ts of Liu—Curry Stuff English ...... Mi Ch'ung Tau-Garlie..... \* Lo Keung - Ginger, old ...... Tes Keung-Ginger, young ..., 14 Ts'ing Tau-Green Peas 114 Kan Lik-Horse Radish, S'hai 28 A Young Shang Ts'oi-Lettuce ... . Mush Melon ....

益章 Shang Tso Ku-Mushrooms, 35 Mo Ke-Ochra Wang Tung Tau -Onions, B bay Shang Ts'ung-Onions, Green ... max B Yat Pun Ts'ung Tan Onions. ME & Shanghai Ta'ung Tau Onions.

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